

INITIAL STUDY / ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION



BEFORE



AFTER

07-LA-405 K.P.41.0/47.6 (P.M. 25.5/29.6)

Federal Highway Administration
California Department of Transportation

June 2000

NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Description

The proposed project would widen Interstate 405 (San Diego Freeway) from ten to twelve lanes in order to provide one high occupancy vehicle (HOV) lane in each direction. The project would extend from State Route 90 (Marina Freeway) to Interstate 10 (Santa Monica Freeway), in the Cities of Los Angeles and Culver City, in Los Angeles County, a distance of 6.6 kilometers (4.1 miles). In addition, the northbound Sawtelle off-ramp will be closed and the Culver Boulevard on-ramp will become an off-ramp. A frontage road will be added adjacent to the southbound side, connecting Sawtelle Boulevard to Braddock Drive west of I-405. The project is being proposed to relieve traffic congestion by encouraging commuters to rideshare, and is one of several such projects being considered for I-405 to provide for a continuous HOV facility.

Construction of the proposed project is expected to require approximately three years. Construction activities would be planned and conducted in such a manner as to reduce traffic delay as much as possible. The construction process would be managed by a traffic control plan. Soundwalls and retaining walls would also be constructed as part of the proposed project.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. The project would not substantially affect topography, seismic exposure, erosion, floodplains, wetlands or water quality.
2. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species, or agriculture.
3. The proposed project will not significantly affect solid wastes, or the consumption of energy and natural resources.
4. The proposed project will promote improved regional air quality.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls, these effects will be reduced to acceptable levels.
6. The proposed project will not significantly affect land use, public facilities or other socioeconomic features.
7. The proposed project will not significantly affect cultural resources, scenic resources, aesthetics, open space or parklands. Landscaping will be provided to mitigate the loss of existing freeway vegetation.

Original Signed by Ronald Kosinski for Raja Mitwasi

June 19, 2000

Raja Mitwasi, Deputy Director
California Department of Transportation
District 7

Date

FINDING OF NO SIGNIFICANT IMPACT
FOR
Interstate 405 HOV Lane Project
Located between State Route 90 (Marina Freeway) and
Interstate 10 (Santa Monica Freeway) in Los Angeles County
07-LA-405-KP 41.0/47.6

The Federal Highway Administration (FHWA) has determined that the proposed Interstate 405 HOV Lane Project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA) and incorporated technical reports, which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA assumes responsibility for the accuracy, scope, and content of the attached EA and incorporated technical reports.

Original Signed by Cesar Perez for Glenn Clinton

C.G. Clinton

Team Leader, Prog. Delivery – South

November 1, 1999

Date

INTERSTATE 405 HOV LANE PROJECT

From State Route 90 (Marina Freeway) to Interstate 10 (Santa Monica Freeway) in Los Angeles County

07-LA-405-KP 41.0/47.6 (PM 25.5/29.6)

The California Department of Transportation (Caltrans) proposes to construct one high occupancy vehicle (HOV) lane in each direction on Interstate 405. The project limits are from State Route 90 (Kilometer Post 41.0; Post Mile 25.5) north to Interstate 10 (Kilometer Post 47.6; Post Mile 29.6) in Los Angeles County. In addition, the northbound Sawtelle off-ramp will be closed and the Culver Boulevard on-ramp will be become an off-ramp. A frontage road will be added adjacent to the southbound side, connecting Sawtelle Boulevard to Braddock Drive west of the freeway.

FINAL INITIAL STUDY / ENVIRONMENTAL ASSESSMENT AND PROGRAMMATIC SECTION 4(F) EVALUATION

State of California Department of Transportation

and

U.S. Department of Transportation
Federal Highway Administration

Persuant to: 42 U.S.C. 4332(2)(C) and 49 U.S.C. 303

Original Signed by Ronald Kosinski for Raja Mitwasi

Raja Mitwasi

Division Chief

California Department of Transportation

November 1, 1999

Date

Original Signed by Cesar Perez for Jeffrey Lindley

Jeffrey A. Lindley

Division Administrator

Federal Highway Administration

November 1, 1999

Date

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Note: A vertical line in the margin indicates that changes were made in the text from the Draft Environmental Document (Initial Study / Environmental Assessment) to the Final Environmental Document (Negative Declaration / Finding of No Significant Impact).

Initial Study / Environmental Assessment (IS/EA)

1. Purpose and Need for the Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to improve traffic conditions in Los Angeles County on the section of the San Diego Freeway [Interstate 405 (I-405)] between the Santa Monica Freeway [Interstate 10 (I-10)] and the Marina Freeway [State Route 90 (SR-90)], a distance of 6.4 kilometers (4.1 miles). Improvements under discussion include the addition of two High Occupancy Vehicle (HOV) lanes, one in each direction, addition of a full standard median, widen outside shoulder, and addition of a retaining wall, soundwalls, and ramp realignments. The alternatives presented in this document follow, in part, recommendations provided in the 1991 Route Concept Report for incorporation of HOV lanes into this corridor. High Occupancy Vehicles are defined for this project as vehicles with two or more persons. The alternatives presented vary in cost from 83.3 to 97.7 million dollars. State Transportation Improvement Program (STIP) funds are anticipated to fund this proposed project.

1.2 Background

Interstate 405 is included in the National Highway System (NHS), and has been recognized as an essential link in a multi-modal transportation network. The I-405 is an interstate/interregional freeway, which originates at Interstate 5 (I-5) in Orange County, in the City of Irvine, and terminates at I-5 in Los Angeles County near the community of Mission Hills. The route spans a total of 117 kilometers (72.7 miles) with 78 kilometers (48.5 miles) in District 7, Los Angeles County. The I-405 is one of the most heavily traveled freeways in the State as shown by the Annual Average Daily Traffic (AADT) volumes. Since it is the only north-south freeway west of downtown Los Angeles, most of the mobility of the Westside is dependent on this freeway.

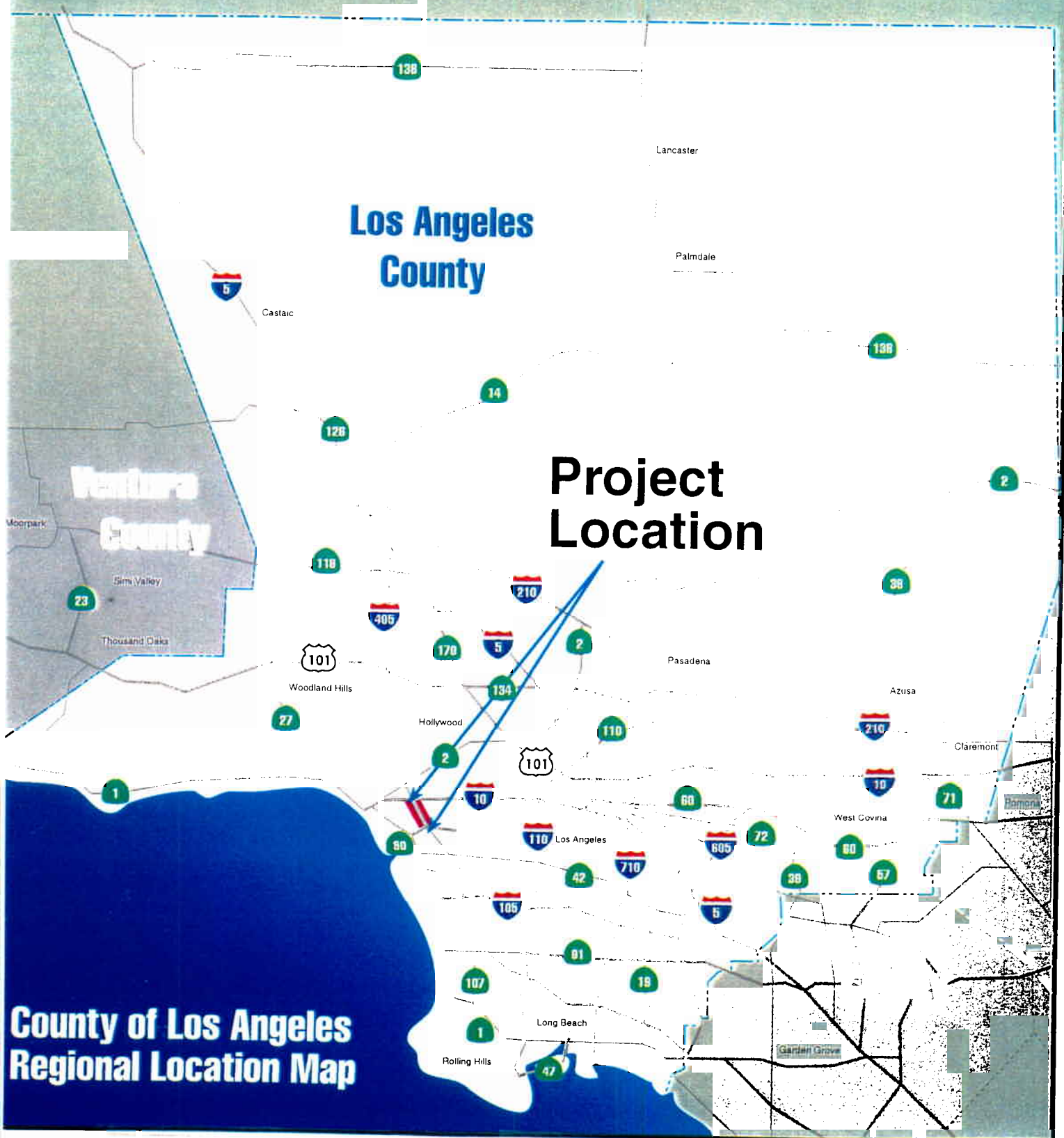
This section of I-405 in West Los Angeles traverses the incorporated City of Los Angeles and the communities of Mar Vista, Palms, and Westchester, and the City of Culver City and the neighborhoods of Clarkdale, McLaughlin, Park-West, Sunkist Park, and Fox Hills (Figure 1; Figure 2). Major traffic generators include the Los Angeles International Airport (LAX), one regional shopping center (Fox Hills Mall), West Los Angeles College, and Marina Del Rey. One Park and Ride lot serves the area within the limits of this project, located at Saint John's Presbyterian Church (11000 National Boulevard, Los Angeles) adjacent to I-405 and near I-10. There are no proposed Park and Ride lots for this project.

1.3 Purpose and Need

Current data indicate growth in vehicular traffic for this segment of I-405 will occur over the next fifteen years. Peak hour volumes will increase to 12,100 (southbound) and 11,700

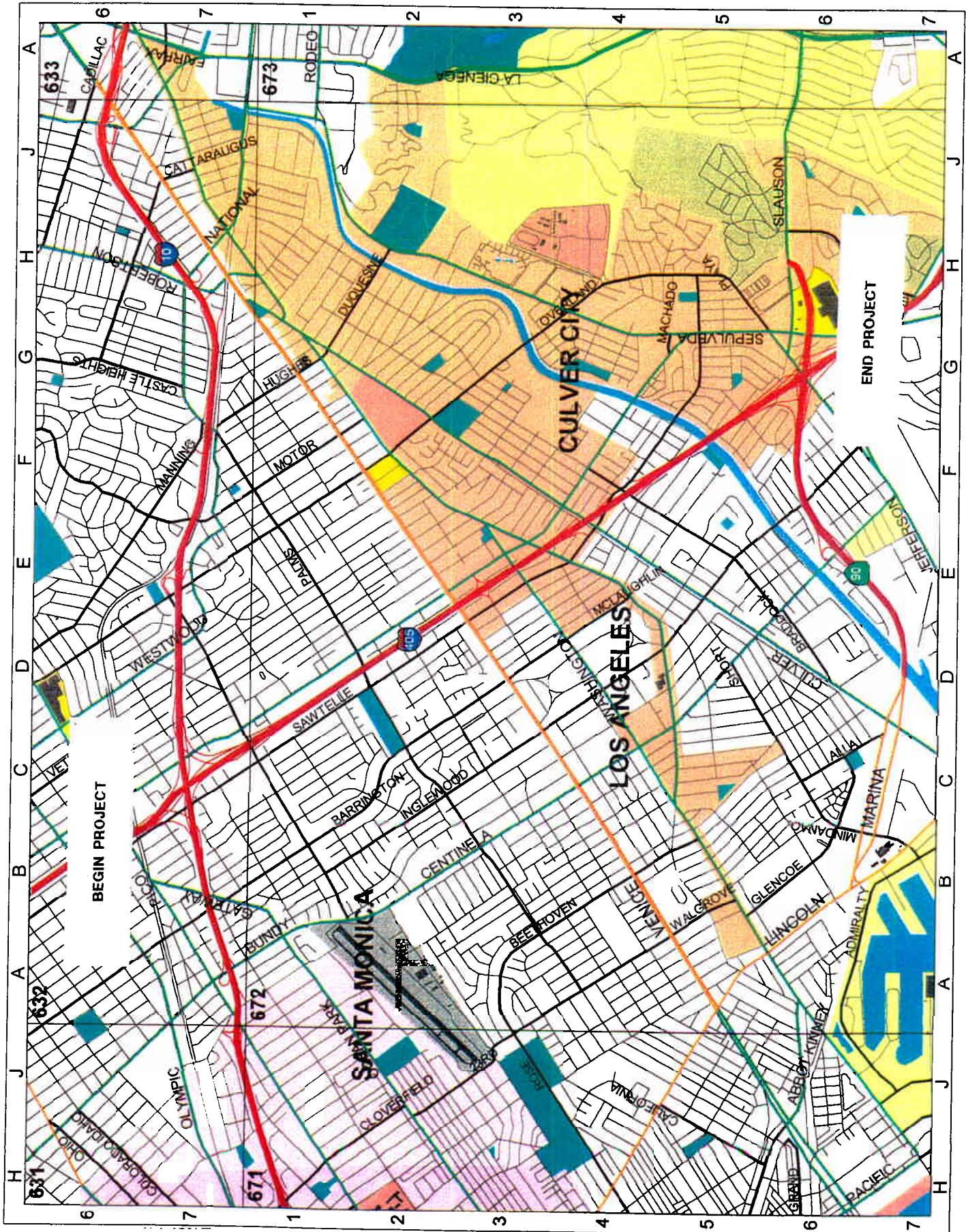


Figure 1 - Location Map



10/01/98 • Environ plan location maps

Figure 2 - Vicinity Map



(northbound) vehicles per hour (vph). Failure to make provisions for this increase in traffic will result in lane volume demands as high as 2,420 vehicles per lane per hour and a deteriorating Level of Service (LOS) by the year 2015 (see Traffic Congestion section for current LOS and definition). Based on current projections, a LOS rating of F-3 is expected by the year 2015. Incorporation of HOV lanes into this segment of I-405 will serve to alleviate existing congestion and provide a continuous HOV facility when all other HOV projects are complete. Adding the HOV lanes will ensure that the LOS for the freeway's mixed flow lanes will remain at F-0, and the LOS for the HOV lanes are expected to experience a level of D. The 1991 Route Concept Report recommends inclusion of HOV lanes to prevent a LOS worse than F-0 (see Traffic Congestion Section; Table 1). Alternatives presented address the incorporation of HOV lanes.

Construction of these lanes will leave only two gaps in the HOV system on I-405: (1) northbound between I-10 and U.S. Route 101 (US-101) and (2) southbound between I-10 and Waterford Street. The first gap is not currently programmed. The second gap is the first priority in the Traffic Operations Strategies program, and is anticipated to be funded in the 1998-2002 Augmented State Transportation Improvement Program (STIP) funding cycle.

One alternative under consideration (Alternative 3b) includes adding the two HOV lanes, one in each direction and ramp consolidation, which will help improve circulation on surface streets. The ramp consolidation will occur near Culver Boulevard, which will eliminate three isolated ramps and create two ramps near the intersection of Sawtelle Boulevard and Culver Boulevard.

Another alternative being considered (Modified Alternative 3ab) also includes an HOV lane in each direction with ramp consolidation to help relieve congestion on city streets. The ramp consolidation under this alternative includes removing both the northbound on- and off-ramps along Sawtelle Boulevard and installing a direct northbound off-ramp to Culver Boulevard. To help improve southbound freeway access, a frontage (service) road is being proposed to lead motorists from Culver Boulevard (via Sawtelle Boulevard) to the southbound on-ramp at Braddock Drive.

Traffic Congestion

This section of the freeway currently operates at LOS F-0 for most of the morning and evening peak periods, on weekdays and Saturdays (Table 1). A motorist's average speed during peak hours is roughly 48 km/hr (30 mph). With the current freeway capacity consisting of five mixed flow lanes in each direction, the LOS in five years is expected to deteriorate to a LOS of F-1, a level in which one-hour minimum congestion delays will be the norm.

The Annual Average Daily Traffic (AADT) traffic volume within the project area in 1998 was 306,400 and is forecasted to be 322,280 within five years (Table 2). The 1998 northbound morning peak hour volume is 9,350 vph while the southbound evening peak hour volume is 9,400 vph (Table 3).

Table 1 - Level of Service (LOS) and Equivalent V/C Ratios

| Level of Service (LOS) | Volume to Capacity Ratio (V:C) | Interpretation |
|-------------------------------|---------------------------------------|---|
| A | 0.00 - 0.30 | Free flow - excellent operation |
| B | 0.31 - 0.48 | Stable flow - very good operation |
| C | 0.49 - 0.64 | Stable flow - good operation |
| D | 0.65 - 0.80 | Approaching unstable flow – fair operation |
| E | 0.81 – 0.90 | Unstable flow - poor operation |
| F-0 | 0.91 – 1.05 | Traffic congestion for 15 minutes to 1 hour |
| F-1 | 1.06 – 1.20 | Traffic congestion for 1 to 2 hours |
| F-2 | 1.21 – 1.34 | Traffic congestion for 2 to 3 hours |
| F-3 | 1.35 or more | Traffic congestion for more than 3 hours |

Table 2 - Current and Forecasted Annual Average Daily Traffic Volumes

| I-405 Limits | | 1998 ADT | 2003 ADT |
|----------------------------------|--|--------------------------------|--------------------------------|
| Kilo Post (Post Mile) | Description | Peak Month (Annual) | Peak Month (Annual) |
| 39.05/41.72 (24.27/25.93) | La Tijera Bridge Overcrossing to Jefferson Boulevard Undercrossing | 295,930 (283,810) | 311,025 (298,287) |
| 41.72/43.76 (25.93/27.20) | Jefferson Boulevard Undercrossing to Culver Boulevard Overhead | 322,190 (311,080) | 338,625 (326,948) |
| 43.76/44.99 (27.20/27.96) | Culver Boulevard Overhead to SR-187 Junction (Venice Boulevard) | 325,220 (313,100) | 341,809 (329, 071) |
| 44.99/47.53 (27.96/29.54) | SR-187 Junction (Venice Boulevard) to I-10 Northeast On-ramp | 329,260 (316,130) | 346,056 (332, 256) |
| 47.53/48.56 (29.54/30.18) | I-10 Northeast On-ramp to Olympic Boulevard Undercrossing | 321,180 (309,060) | 337,563 (324, 825) |
| | Average | 318,756 (306,636) | 335,016 (322, 278) |

Table 3 – Congestion Capacity Summary

| Alternatives | L A N E S | D I R E C T I O N | Peak Hour Volumes | | | | Persons moved/ Peak Hour | | | | Level of Service (LOS) Peak Hour | | Accidents / Million Vehicle Mile (MVM) | |
|----------------|-----------|-------------------|--------------------|------|---------------------|-------|--------------------------|-------|---------------------|-------|----------------------------------|---------------------|--|---------------------|
| | | | Year 1998 Existing | | Year 2011 Projected | | Year 1998 Existing | | Year 2011 Projected | | Year 1998 Existing | Year 2011 Projected | Year 1998 Actual | Year 2011 Projected |
| | | | AM | PM | AM | PM | AM | PM | AM | PM | | | | |
| NO BUILD | 5 | N | 9350 | 9300 | 11575 | 12300 | 10750 | 11700 | 13900 | 16000 | E | F-1 | 0.83 | 1.27 |
| | 5 | S | 8700 | 9400 | 10740 | 10930 | 10000 | 11850 | 12900 | 14250 | E | F-0 | | |
| MIXED FLOW HOV | 5 | N | | | | | | | | | | Mixed Flow | | 1.05 |
| | 1 | | | | 10850 | 11660 | | | 11950 | 14000 | | F-0 | | |
| | | | | | 1250 | 1800 | | | 2900 | 4320 | | D | | |
| | 5 | S | | | | | | | | | | Mixed Flow | | |
| MIXED FLOW HOV | 5 | | | | 10060 | 10680 | | | 11100 | 12850 | | F-0 | | |
| | 1 | | | | 1050 | 1540 | | | 2420 | 3700 | | D | | |

| | | | | |
|--------------|----|-------|----|-------|
| Peak Period: | AM | 6:00 | to | 9:00 |
| | PM | 15:00 | to | 19:00 |

- Notes:
1. Projected data is based on volumes anticipated five (5) years after opening to traffic.
 2. Peak period varies according to area.
 3. Actual and expected rates shown for Accidents/MVM are yearly rates.
Expected rates are based on average daily traffic.

Accident Rates

A study of the Traffic Accident Surveillance and Analysis System (TASAS) accident records reveal an accident rate of 1.22 accidents per million vehicle kilometers (MVkm) [0.76 accidents per million vehicle miles (MVM)] for this segment of I-405 from October 1994 to September 1999. These rates compare to an average of 2.03 accidents per MVkm (1.26 accidents per MVM) for similar facilities. The reported annual accident rates for I-405 between I-10 and SR-90 is derived from TASAS Table B in the Traffic Study Report (Table 4).

Between October 1994 and September 1999, a total of 697 and 774 accidents were reported on the northbound and southbound portions of I-405 between I-10 and SR-90, respectively. Over eighty percent (80%) of the accidents were typically congestion related, consisting of rear end collisions and sideswipes. Most of the accidents occurred during daylight hours, when the weather was clear, and the road surface was dry. Providing additional lanes should serve to alleviate congestion and, in turn, reduce the number of accidents.

Traffic Projections

Traffic demand projections for the Year 2020 were derived from the Los Angeles Regional Transportation System (LARTS), given along three segments of I-405: between Venice Boulevard [State Route 187 (SR-187)] to I-10, Culver Boulevard to SR-187, and SR-90 to Culver Boulevard (Table 5). Refer to Section 2.4 for details on the Ultimate Width Build Project Alternatives (Alternative 3a, 3b, and 3ab).

Table 4 - Accident Data from TASAS Table B¹

| | Northbound Actual | | Northbound Average | |
|-------|-------------------|-------|--------------------|-------|
| Year | F+I [*] | Total | F+I [*] | Total |
| 1995 | 0.23 | 0.70 | 0.41 | 1.23 |
| 1996 | 0.23 | 0.74 | 0.41 | 1.23 |
| 1997 | 0.21 | 0.81 | 0.41 | 1.22 |
| 1998 | 0.23 | 0.85 | 0.41 | 1.21 |
| 1999 | 0.21 | 0.64 | 0.41 | 1.21 |
| Total | 0.21 | 0.74 | 0.41 | 1.22 |
| | | | | |
| | Southbound Actual | | Southbound Average | |
| Year | F+I [*] | Total | F+I [*] | Total |
| 1995 | 0.31 | 1.01 | 0.41 | 1.23 |
| 1996 | 0.26 | 0.86 | 0.41 | 1.23 |
| 1997 | 0.18 | 0.79 | 0.41 | 1.22 |
| 1998 | 0.18 | 0.64 | 0.41 | 1.21 |
| 1999 | 0.27 | 0.80 | 0.41 | 1.21 |
| Total | 0.25 | 0.82 | 0.41 | 1.22 |

1. Accident Rate Per Million Vehicle Miles of Travel

* = Fatal Plus Injury (F+I) Type Accidents

Table 5 – LARTS Traffic Projections for Year 2020

| Venice Blvd. to I-10 | No Build | | Alternative 3a, 3b, or 3ab | | | |
|---|-----------------|--------------|-----------------------------------|--------------|--------------------|--------------------|
| | North | South | North | South | N/B HOV | S/B HOV |
| ADT (One-way) ¹ | 189,300 | 187,000 | 181,100 | 179,000 | 16,300 | 16,100 |
| AM Peak | 9,100 | 12,700 | 8,900 | 11,350 | 400 | 2,700 |
| PM Peak | 15,500 | 12,500 | 14,200 | 12,100 | 2,650 | 750 |
| % Heavy Trucks | 4.2 | 4.2 | 4.4 | 4.4 | 0.0 | 0.0 |
| AM Average Speed | 41 | 23 | 41 | 29 | 54 | 21 |
| PM Average Speed | 14 | 25 | 19 | 27 | 31 | 54 |
| | | | | | | |
| Culver Blvd. to Venice Blvd. | No Build | | Alternative 3a, 3b, or 3ab | | | |
| | North | South | North | South | N/B HOV | S/B HOV |
| ADT (One-way) ¹ | 186,800 | 187,100 | 179,200 | 179,500 | 15,250 | 15,250 |
| AM Peak | 8,850 | 11,900 | 8,450 | 10,750 | 800 | 2,250 |
| PM Peak | 13,800 | 11,600 | 12,800 | 11,100 | 2,000 | 1050 |
| % Heavy Trucks | 3.7 | 3.7 | 3.9 | 3.9 | 0.0 | 0.0 |
| AM Average Speed | 41 | 27 | 43 | 33 | 54 | 30 |
| PM Average Speed | 20 | 29 | 23 | 32 | 39 | 53 |
| | | | | | | |
| SR-90 to Culver Blvd. | No Build | | Alternative 3a, 3b, or 3ab | | | |
| | North | South | North | South | N/B HOV | S/B HOV |
| ADT (One-way) ¹ | 174,100 | 174,400 | 167,700 | 168,000 | 12,750 | 12,800 |
| AM Peak | 8,900 | 11,700 | 8,600 | 10,700 | 700 | 2,000 |
| PM Peak | 13,800 | 11,700 | 12,800 | 11,300 | 2,000 | 800 |
| % Heavy Trucks | 3.6 | 3.6 | 3.7 | 3.7 | 0.0 | 0.0 |
| AM Average Speed | 41 | 28 | 43 | 33 | 54 | 37 |
| PM Average Speed | 20 | 28 | 23 | 30 | 37 | 54 |

1. ADT = Average Daily Traffic

2. Description of the Proposed Project

2.1 Introduction

This section describes the alternatives considered for this proposed project. It describes the following alternatives: No-Build (Alternative 1), the Minimum Width HOV Facility (Alternative 2), the Ultimate Width HOV Facility (Alternative 3a), the Ultimate Width HOV Facility with Ramp Consolidation Alternative (Alternative 3b), and Ultimate Width HOV Facility with Ramp Consolidation II (Modified Alternative 3ab). Based on the descriptions of the relevant resources in Section 3 and the predicted effects of alternatives in Section 4, this section presents the effects of all alternatives in comparative form, providing a clear basis for choice among the options presented. High occupancy vehicles are defined for this project as vehicles with two or more persons.

2.2 Existing Facility and Scope of Project

The segment of the San Diego Freeway in the proposed project area was originally constructed between 1957 and 1968 as an eight lane facility consisting of 3.66 meter (12 feet) lanes, 3.05 meter (10 feet) outside shoulders, and a 6.71 meter (22 feet) median between SR-90 and I-10. The existing lane widths were reduced to 3.35 meters (11 feet) and the median was used to accommodate the addition of two mixed flow lanes through striping. The other major modifications to this freeway segment have been the construction of soundwalls at various locations and the construction of a concrete barrier in the median.

2.3 Status of Other Proposals in the Project Area

HOV lanes will be constructed along the entire I-405 corridor in Los Angeles County. HOV lanes are currently operating on I-405 from Orange County Line to Interstate 105 (I-105) and from US-101 to I-5. An HOV lane from I-105 to SR-90 is in the design phase and an interim HOV lane, southbound only, from US-101 to Waterford Street is in the construction phase, with anticipated opening date of Spring 2005 and Fall 2001, respectively.

The City of Los Angeles has proposed to widen National Boulevard in the vicinity of I-405.

2.4 Proposed Project Alternatives

Four separate project alternatives are examined in this Initial Study/Environmental Assessment (IS / EA). The alternatives include the following: (1) No-Build, (2) the Minimum Width HOV Facility, (3a) the Ultimate Width HOV Facility, (3b) the Ultimate Width HOV Facility with Ramp Consolidation Alternative, and Modified Alternative 3ab) Ultimate Width HOV Facility with Ramp Consolidation II. Alternatives 2, 3a, 3b, and 3ab propose the addition of two HOV lanes, one in each direction, and will relieve traffic congestion. Additional right-of-way will be required for the build alternatives.

No-Build Alternative (Alternative 1)

This alternative maintains the present lane and shoulder configurations in the project area. The No-Build alternative would do nothing to improve the present and projected congestion and related problems experienced in the project area, thereby leading to a progressive deterioration of LOS. This alternative would lead to an unacceptable LOS (F-3) by the year 2015 for this segment of the freeway. This approach is inconsistent with Caltrans' goal of minimizing congestion and maintaining an efficient and effective interregional mobility system.

Minimum Width HOV Facility (Alternative 2)

The proposed typical half-section will consist of a 1.4 meter (5 feet) half median, a 3.6 meter (12 feet) HOV lane, a 1.2 meter (4 feet) buffer, two 3.3 meter (11 feet) mixed flow lanes, three 3.6 meter (12 feet) mixed flow lanes, and a 3.0 meter (10 feet) outside shoulder. The cost of this alternative was estimated at \$83,345,231 in 1995 dollars. This alternative was rejected at the Project Study Report (PSR) stage because it contained numerous non-standard design features.

Ultimate Width HOV Facility (Alternative 3a)

Alternative 3a proposes the addition of two HOV lanes, one lane in each direction. The proposed typical half-section will consist of a 3.7 meter (12 feet) half median, a 3.6 meter (12 feet) HOV lane, a 1.2 meter (4 feet) buffer, five 3.6 meter (12 feet) mixed flow lanes, and a 3.0 meter (9.8 feet) outside shoulder. Layouts for this proposal are located in Appendix B, and typical cross sections are located in Appendix E. The cost of this alternative is \$96,610,100.

A northbound auxiliary lane will connect the SR-90 connector to the Sawtelle Boulevard exit ramp. A southbound auxiliary lane will stretch from the Braddock Drive entrance ramp to the SR-90 connector exit. Because this alternative widens the freeway, thirteen ramps will be realigned. Each ramp will be metered to ensure a smooth, regulated flow of traffic. Of those thirteen redesigned ramps, eleven will require major modifications. Several bridges carrying local street traffic span I-405 throughout the project limits. Special care was taken in the design process to minimize the disruption of these roadways. Consequently, only one over-crossing (at Palms Boulevard) will have to be replaced completely.

Ultimate Width HOV Facility with Ramp Consolidation (Alternative 3b)

Alternative 3b includes the project as described in Alternative 3a, plus it proposes to consolidate several on- and off-ramps near the I-405 and Culver Boulevard intersection. Grouping the northbound and southbound ramps in this area will permit easier public access to and from the freeway. In addition, the consolidation should reduce the current inefficiency involving merging traffic weaving throughout the region. This alternative will remove three existing freeway ramps. Both the northbound Sawtelle Boulevard off-ramp and on-ramp will be eliminated. To comply with Federal Highway Administration (FHWA) requirements, the southbound Braddock Drive on-ramp will also be removed. Two new freeway ramps will be added: a northbound Culver Boulevard off-ramp and a southbound Sawtelle Boulevard on-ramp. Lastly, long auxiliary lanes will link the planned new northbound Culver Boulevard off-ramp to the I-405 / SR-90 interchange and the southbound Culver Boulevard on-ramp to

the same interchange. Due to height constraints, construction of a new over-crossing will be required at Palms Boulevard. The cost of this alternative is \$ 97,728,800.

Regarding the mainline I-405 traffic operations, circulatory improvements will come about from consolidating the entering and exiting vehicles into two prime locations, thereby eliminating the operational inefficiencies associated with weaving vehicles.

Most of the layout sheets are the same as in Alternative 3a, however, those that differ can be found in Appendix C. This alternative contains the same cross-sectional features as described for Alternative 3a (Appendix E).

Some reconfiguration of Culver Boulevard is needed to accommodate traffic on Culver Boulevard. This reconfiguration will temporarily impact a Section 4(f) resource, a bike path and pedestrian walkway (See Chapter 10). A letter of concurrence for impacts to Section 4(f) resources was received from the Department of the Interior on January 18, 2000 (Appendix H).

Ultimate Width HOV Facility with Ramp Consolidation II (Modified Alternative 3ab)

Modified Alternative 3ab is a refinement of previous alternatives in response to the public comment period. Modified Alternative 3ab shares the project descriptions from Alternative 3b with some changes. Continuing to ease public access to and from the freeway, this alternative will remove the northbound on- and off-ramps along Sawtelle Boulevard, while retaining the proposed northbound off-ramp to Culver Boulevard. Due to geometric constraints along Sawtelle Boulevard, close proximity to the intersection of Culver Boulevard and Sawtelle Boulevard, as well as having a short turning radius and a steep slope, the southbound on-ramp from Sawtelle Boulevard is not being considered with this alternative. Rather, the southbound on-ramp from Braddock Drive will remain with the addition of a frontage (service) road spanning from Sawtelle Boulevard to Braddock Drive. The frontage (service) road will help link motorists from Culver Boulevard to the southbound I-Route 405 Freeway. This alternative will continue to replace the Palms Boulevard over-crossing and as well as reconfigure Culver Boulevard. The cost of this alternative is \$96,700,000.

Eliminating the isolated on- and off- ramps along Sawtelle Boulevard and replacing them with a direct off- ramp to Culver Boulevard will help improve traffic operations along the northbound mainline direction, as weaving movements will be decreased. The southbound traffic operations will not be negatively disturbed as the existing southbound on- and off-ramp configuration will remain in its existing format. Despite the increased traffic volumes anticipated for the year 2025, a traffic/ramp analysis indicates that some intersections will operate a better LOS, if not the same as the current LOS (Table 6).

This modified alternative shares the same layout sheets with Alternative 3a and 3b except for those sheets found in Appendix D. This alternative also contains the same cross-sectional features as described for Alternatives 3a and 3b (Appendix E).

Table 6 – Existing and Projected LOS for Local City Streets

| Location | Existing (Year 2000) | | Alt. 3a (Year 2025) | | Alt. 3ab (Year 2025) | |
|--|----------------------|----|---------------------|----|----------------------|----|
| | AM | PM | AM | PM | AM | PM |
| Sawtelle Boulevard / Culver Boulevard | D | D | E | F | F | F |
| Braddock Drive / Sawtelle Boulevard | F | F | F | F | E | F |
| Culver Boulevard / Northbound 405 on- and off-ramp | E | A | F | A | F | F |
| Braddock Drive / Southbound 405 on-ramp | D | C | E | E | A | A |

Issues Common to the Build Alternatives (Alternatives 3a, 3b, and 3ab)

The design of the proposed project conforms to the most current set of Caltrans' comprehensive design criteria. The only non-standard design features occur in the transition areas that link this segment with the neighboring sections. These transition regions are the I-405 / SR-90 interchange and the I-405 / I-10 interchange.

Stretching throughout the site, soundwalls will border virtually all the ramps and the shoulders of the mainline freeway. Every effort will be made to minimize soil erosion during construction. A thorough landscaping plan will beautify the surrounding Right-of-Way such that the new freeway addition will blend in with the existing terrain.

To ensure that the vehicles in the HOV lanes will move easily with minimal disruption, a California Highway Patrol enforcement area will be provided from north of SR-187 to north of the Westwood Channel. The useable left shoulder width is 3.4 m (11 feet); however, by relocating the median barrier, a 4.8 meter (16 feet) wide enforcement area is easily created with ample shoulder width on the opposite side of the freeway.

The project will connect at the southern end at the SR-90 interchange to a proposed HOV project (EA 199851 - HOV lanes from I-105 to SR-90). This southerly neighboring project is a re-striping HOV project with 3.35 meter (11 feet) lanes, a 0.3 meter (1 foot) buffer, and a reduced shoulder. After the SR-90 / I-405 separation, the lanes will transition out to the proposed typical section of this project.

An ingress / egress will be striped south of the SR-90 / I-405 separation to facilitate access to LAX. In order to achieve access to and from both interchanges, additional ingress / egress locations will be provided north of the SR-90 interchange and south of the I-10 interchange.

The existing northbound I-405 exit to I-10 is currently a one and a half lane exit. Shortly after the I-10 turnoff, the number of northbound lanes drops from four lanes to three lanes. To keep four mixed flow lanes running throughout the intersection, the northbound HOV lane will terminate at approximately 180 meters (591 feet) south of the National Boulevard off-ramp and become a mixed flow lane. Furthermore, this project proposes to drop the existing number four lane at the exit to I-10, thereby making it a two lane forced exit instead of the optional exit and then dropping the lane shortly thereafter. The exit ramp will be modified due to the widening required for the HOV lane. When the westbound I-10 ramp connects with northbound I-405, two I-405 traffic lanes will be regained.

Existing northbound auxiliary lanes are located at the following locations:

- Sawtelle Boulevard entrance ramp has a 120 meter (394 feet) acceleration lane
- Culver Boulevard entrance ramp has a 150 meter (492 feet) acceleration lane
- Venice Boulevard entrance ramp has a 150 meter (492 feet) acceleration lane
- One kilometer (0.62 mile) before I-10 exit ramp to I-10 exit ramp

Northbound auxiliary lanes are proposed at the following locations:

- 1.7 kilometer (1 mile) before I-10 exit ramp to I-10 exit ramp
- Culver Boulevard entrance ramp to Venice Boulevard exit ramp
- Venice Boulevard entrance ramp 590 meter (1,930 feet) acceleration lane
- SR-90 west to I-405 north connector to Culver Boulevard off-ramp

Existing southbound auxiliary lanes are located at the following locations:

- Venice Boulevard entrance ramp has 120 meter (394 feet) acceleration lane

Southbound auxiliary lanes are proposed at the following locations:

- Venice Boulevard entrance ramp to Culver Boulevard exit ramp
- National Boulevard entrance ramp 215 meter (710 feet) acceleration lane
- From 76 meter (250 feet) south of Palms Boulevard to Venice Boulevard exit ramp
- From Braddock Drive to SR-90 exit ramp

Currently, the number of vehicles with two or more occupants is 1,600 in the northbound direction during the PM peak hours. If the HOV lanes were opened in 1995, there would be a LOS of C. By the time this project is constructed, the HOV lanes may open with a LOS of D during peak hours.

Future Plans for Project Area

The build alternatives (Alternatives 3a, 3b, and 3ab) could accommodate a future elevated transit way in the median, similar to the Interstate 110 (I-110) transit way. An alternative striping plan would be utilized if a future elevated rail and/or HOV system is installed.

Identification of the Preferred Alternative

The preferred alternative, Modified Alternative 3ab, will replace the on- and off-ramps and decrease weaving along the freeway mainline. Currently, there is only a 0.7 km (0.43 mile) spacing between the off-ramp and the on-ramp. The current Caltrans Highway Design Manual enforces a 1.5 km (0.93 mile) minimal spacing between on- and off-ramps. The non-standard 0.7 km (0.43 mile) distance enhances merges, which contribute to travel time delay, congestion and confusion. Placing an off-ramp leading directly to Culver Boulevard will allow for auxiliary lanes, which help diminish conflicts with weaving and merging as well as contributing to improved traffic flow. The southbound direction will also experience an improvement with this alternative, as there will be five uninterrupted mixed flow lanes within the ramp consolidation limits. In lieu of placing a southbound on-ramp at Culver Boulevard (Alternative 3b), a frontage (service) road will lead motorists to the existing southbound on-ramp at Braddock Drive. Such changes will help ease vehicular movements at various city street intersections bordered along the freeway.

Tremendous inefficiencies exist for motorists trying to exit and return to the freeway. The current ramp configuration is not convenient to access due to its layout. The ramps are located long distances from each other and in odd arrangements, a combination that creates undesirable traffic weaving throughout the entire region. This occurrence worsens as the AADT increases annually. Relocating the ramps into one location will reduce this phenomenon. Moreover, consolidating the ramps will increase the weaving distance between freeway ramps and help traffic flow more efficiently.

Grouping the northbound and southbound ramps at Culver Boulevard permits easier public access to and from the freeway. Under current traffic conditions, the local streets are not able to properly lead Culver Boulevard motorists onto the freeway ramps and vice versa. Entering the freeway in the southbound direction from Culver Boulevard, motorists utilize Sawtelle Boulevard, which creeps beneath the freeway before reaching Braddock Drive, where the southbound on-ramp is located. Leading vehicles to Culver Boulevard from the freeway's northbound direction entails exiting Sawtelle Boulevard and traveling 0.46 km (0.29 miles) before reaching Culver Boulevard.

2.5 Major Investment Study Corridor Analysis

On November 29, 1993, FHWA and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from the passage of the Intermodal Surface Transportation Efficiency Act. One important requirement of this regulation was the Major Investment Study (MIS), primarily a planning tool to aid decisionmakers with regard to an identified transportation need or problem. However, the onset of the Transportation Equity Act for the 21st Century (TEA-21) in 1998 eliminated the MIS as a stand-alone document and integrated the planning and NEPA provisions. In light of these regulations, Caltrans prepared a Corridor Analysis in coordination with the Metropolitan Planning Organizations such as the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (LAMTA), and FTA. The purpose of this Corridor Analysis was to develop and identify viable multi-modal alternatives for the I-405 Corridor. Eight conceptual alternatives were evaluated in this Corridor Analysis: (1) No-build facility, (2) Transportation Systems Management/Transportation Demand Management, (3) At-Grade HOV facility (Alternative 2), (4) At-Grade HOV facility (Alternative 3a or 3b), (5) At-Grade Mixed Flow facility, (6) combination at-grade/elevated facility, (7) Transit/High Speed Rail Alternative, and (8) Truck Lane Alternative. Based on a preliminary analysis of the alternatives, Caltrans recommends the implementation of Alternative 4 [At-Grade HOV facility (Alternative 3a or 3b)]. On August 12, 1999, the *Major Investment Studies Peer Review Committee* at SCAG met and determined that *The Route 405 Corridor Analysis MIS* meets the requirements established by SCAG and FTA / FHWA Guidance. A copy of the "Letter of Completion" dated August 30, 1999 is included in Appendix H.

3. Affected Environment

3.1 Introduction

This Section describes the relevant resources in the areas that would affect or that would be affected by the alternatives if they were implemented. In conjunction with the description of the alternatives in Section 2 and the prediction of effects in Section 4, this section presents the baseline conditions against which the decision makers and the public can review the effects of the alternatives.

The project area is located on the San Diego Freeway (I-405), which is a major link between the San Fernando Valley, LAX, the South Bay, and Orange County. The project area is in the portion of the Los Angeles Metropolitan area which is urbanized with a mix of residential and commercial land use.

3.2 Topography

The project is located in the southwest part of the Los Angeles Basin. The topography is generally flat, gently sloping, and ranges in elevation from approximately 2 to 49 meters (6-161 feet) above sea level.

3.3 Geology, Soils, Seismicity, Hydrology / Water Quality and Floodplain

Geology

Regionally, the project site is located within the Los Angeles Basin, which is situated at the juncture of the Peninsular Range and Transverse Range Provinces. The Los Angeles Basin is divided into four distinct structural blocks separated by major faults or flexures. The existing freeway is located at the southwestern block that includes groups of hills such as Baldwin, Rosecrans, Dominguez, and Signal.

Soils

Structurally, the site is located just east of Baldwin Hills which is described as a gently arched dome, slightly elongated in a northwesterly direction. The rocks and sediments that make up the terrain of the Baldwin Hills were formed during the Quaternary period, the most recent period in geologic time. The sediment consists, for the most part, of interbedded slightly compact to compact sandy silt, silty sand, silt and sand.

The potential for liquefaction exists when fine silts and sands are located below the water table or perched ground water. Liquefaction has been documented to affect soils to ± 15 meters (50 feet) deep, during prolonged periods of ground shaking. Based on a regional study conducted by the U.S. Geological Survey (1985), the relative liquefaction susceptibility along the project study area is considered from very low to medium.

Seismicity

There are no known earthquake faults crossing the project. Although the project is located in a seismically active area, the activity level is considered to be normal for the Southern California region. Ground shaking from a moderate earthquake along the Newport-Inglewood Fault or other distant earthquake faults would have the greatest potential for damage within the project limits.

The Alquist-Priolo Earthquake Fault Zoning Act (APEFZA) was signed into law on December 22, 1972. The purpose of this Act is to prohibit the location of structures for human occupancy across the traces of active faults, thereby minimizing the hazard of fault rupture. The closest earthquake fault zone under the auspices of the APEFZA is the Newport-Inglewood fault, which is located 3.21 km (2.0 miles) to the northeast of the project. Inferred traces of the Hollywood Fault are shown on the geologic map in the project vicinity. Recent investigations suggest that portions of this fault are active. However, at the present time this fault has not been zoned pursuant to APEFZA.

Hydrology / Water Quality

The project area lies within the Los Angeles River Basin of the State Water Resources Control Board (Regional Water Quality Control Board, Los Angeles Region). Specifically, the project is located within the Ballona Creek Watershed. The watershed drains an area that is 130 square miles (209 km²) and is shown in Figure 3.

Two drainages, Ballona Creek and the Westwood Flood Control Channel, cross the project area. However, both are concrete lined flood control channels and contain no vegetation.

This project will marginally increase storm water runoff into the nearby drainage channels and other water related resources which constitute the Ballona Creek Watershed.

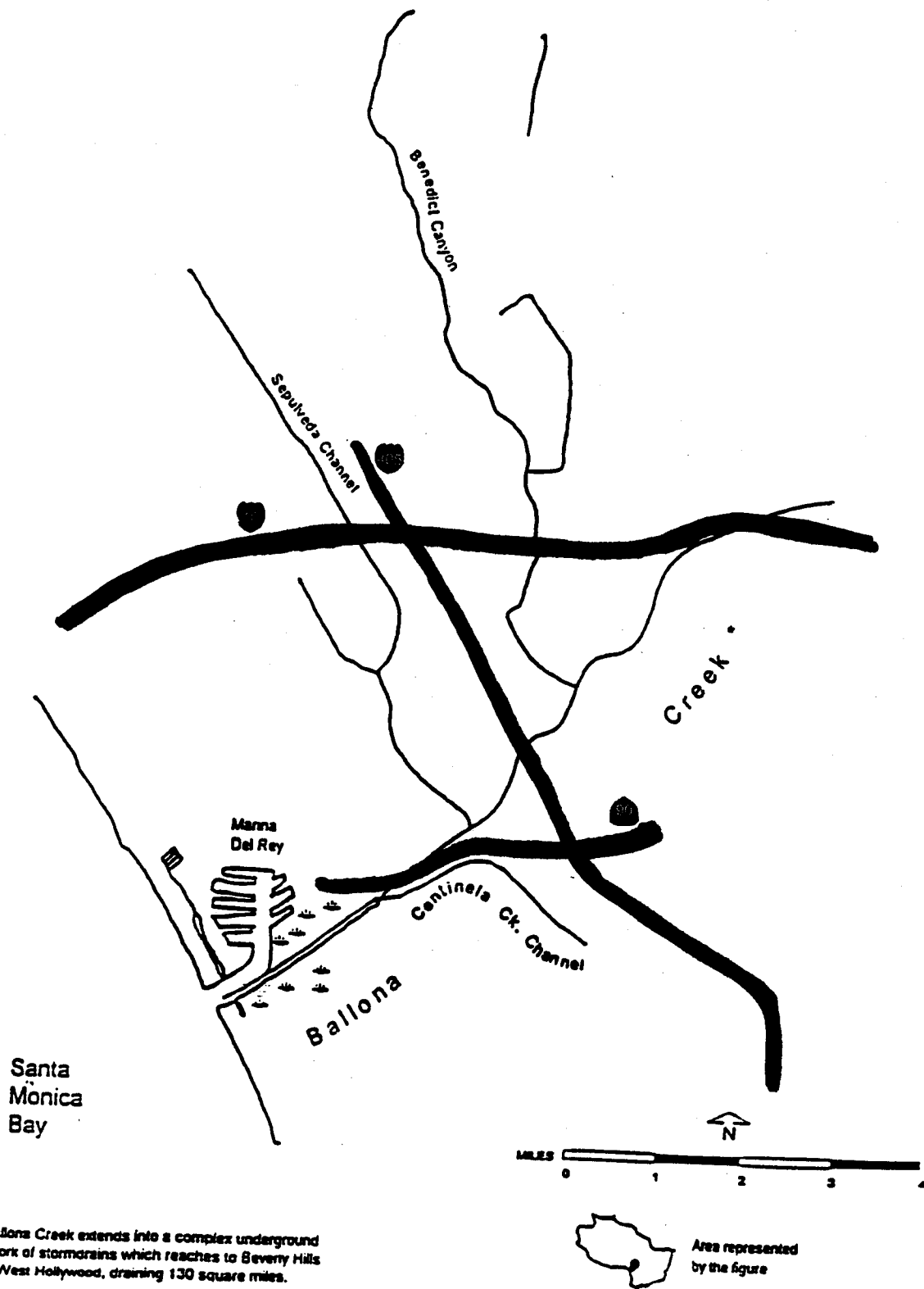
Floodplain

The Federal Flood Insurance Rate Maps within the project area include both Los Angeles County [060137-0071, 060137-0078, 060137-0084] and the City of Culver City [060114-0005] maps. The portions of the proposed project that are located inside of the 100-year flood zone have been classified on the flood zone maps as "contained within a channel."

3.4 Air Quality

The Cities of Los Angeles and Culver City both lie within the South Coast Air Quality Management District's jurisdictional boundaries. The Clean Air Act Amendments of 1990 requires that transportation plans, programs and projects which are funded by or approved under Title 23 U.S.C. or Federal Transit Act conform with state or federal air quality plans. In order to be found in conformance, a project must come from approved transportation plans and programs and the regional Transportation Improvement Program (RTIP). A necessary pre-requisite for inclusion in the RTIP is that the project must have been modeled in the regional model run for its emissions effects. See Section 5.1 for air quality analyses and conformance statement.

Figure 3 – Ballona Creek Watershed



* Ballona Creek extends into a complex underground network of stormdrains which reaches to Beverly Hills and West Hollywood, draining 130 square miles.

The Federal Clean Air Act (CAA) establishes federal Air Quality Standards known as the National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The CAA also mandates that the State submits and implements the State Implementation Plan for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The California Clean Air Act requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. These standards encompass the most common varieties of airborne materials, which can pose a health hazard to the most sensitive individuals in the population. Pollutants for which ambient standards have been set are referred to as "criteria pollutants". Criteria pollutants include the following: Ozone (O₃), Carbon Monoxide (CO), Nitrogen Dioxide, Fine Particulate Matter (PM₁₀), and Lead. This project is located in the South Coast Air Basin, which is designated as nonattainment area for federal and state standards for O₃, CO and PM₁₀.

3.5 Noise

The noise prediction model used in this report is referred to as the San Francisco Highway Traffic Noise Prediction Program. It is based upon the theory presented in the Federal Highway Administration Report FHWA-RD-77-1018, Highway Traffic Noise Prediction Model, December, 1978. This LEQV2 model uses the California Vehicle Noise (Calveno) reference energy mean emission level curves and the Leq (hourly energy equivalent sound level) noise descriptor. The parameters for using the model are topography, traffic, and roadway characteristics. The noise measurement and prediction are in compliance with the Code of Federal Regulations (23 CFR Part 772) August 1990. This descriptor is the equivalent steady-state noise level, which in a state period of time contains the same acoustic energy as the varying noise level during the same period.

Noise levels were measured at the most representative sites on the southbound and northbound side of the freeway from 9:00 a.m. to 12:00 p.m. (noon), and the values ranged from 58 decibels (dBA) to 77 dBA. Future noise levels at these sites are expected to increase by anywhere from 0 to 3 decibels.

3.6 Hazardous Waste

The Initial Site Assessment (ISA) for the proposed project (completed October 1995) indicates a potential for aerial deposition of lead from motor vehicle exhaust. Contaminated sites may be located adjacent to the highway and may impact the project during the construction stage. In addition, asbestos and leaded paint may exist in the building materials in some of the structures of the parcels that will be acquired for this project. Due to fluctuating groundwater levels, contamination may be unearthed during construction excavation or other activities. Caltrans Offices of Right-of-Way and Legal should be consulted regarding the acquisition and future reselling of these parcels as excess lands, as they may be considered contaminated properties.

Many businesses adjacent to the project area may have hazardous materials or wastes but will not be acquired. Several businesses (e.g. service station, auto tire shop, and others) have a potential for hazardous waste contamination. The Los Angeles Regional Water Quality Control Board (LARWQCB) has identified most of these properties as the sources for current

groundwater contamination in the project area. The LARWQCB is enforcing the groundwater cleanup in the project area, and Caltrans will not be held responsible.

3.7 Biological Resources

Wetlands

Two drainage courses (Ballona Creek and Westwood Flood Control Channel) lie within the project area. Both drainages are concrete-lined, and do not qualify as state or federal wetlands. Therefore, the drainages do not fall under the jurisdiction of the Army Corps of Engineers (ACOE) or the California Department of Fish and Game (CDFG).

Vegetation

Native vegetation has largely been replaced by introduced species. The freeway and surrounding developments have been landscaped with trees and various ornamental ground covers.

Fish and Wildlife

Although landscaping is not considered a biological resource, it does provide food and shelter for wildlife species adapted to urban environments. Avian species expected to occur in this habitat include the western fence lizard, starling, house sparrow, rock dove, mockingbird, house finch, and the house mouse.

A search of the CDFG Natural Diversity Data Base did not identify any sensitive species known to occur, or likely to occur, within the project limits. Although the following four species have been previously sighted within a two-mile radius of the project, they are presumed to be absent from the project area because their habitat requirements cannot be met.

- Mud Nama (*Nama stenocarpum*) – Natural lake shores and river banks are not present
- Monarch Butterfly (*Danaus plexippus*) – Requires protected Eucalyptus / Monterey Pine / Cypress Groves, which are not present
- California least tern (*Sterna antillarum browni*) – Sandy beaches and alkali flats are not present
- California gnatcatcher (*Poliioptilla californica*) – An obligate resident of coastal sage scrub, which is not present

Additionally, the various species of bats and swallows that migrate through Southern California normally utilize bridges over drainages for nesting purposes. However, because both drainages within the project limits are concrete lined and contain no vegetation, these species are not expected to be present.

Executive Order 13112, Invasive Species

On February 3, 1999, Executive Order 13112 (E.O. 13112) was signed into law which calls on Executive Branch agencies to work to prevent and control the introduction and spread of invasive species. Executive Order 13112 builds on the National Environmental Policy Act (NEPA) of 1969, the Federal Noxious Weed Act of 1974, and the Endangered Species Act of 1973 to prevent the introduction of invasive species, provide for their control and take measures to minimize economic, ecological, and human health impacts. Under this Executive Order, Federal agencies cannot authorize, fund or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered.

3.8 Land Use and Planning

The project area is heavily urbanized. Land use is somewhat varied, but mostly residential and commercial. The immediate project area is bounded by Sawtelle Boulevard to the west, Sepulveda Boulevard to the east, Pico Boulevard to the north, and Jefferson Boulevard to the south. The project area includes light retail uses, fast food restaurants, and service stations. To the west of this segment of I-405 is a junior high school, a hospital, Mar Vista Gardens, public parks, banks, and many single-family houses. To the east are Culver Center, MGM Studios, Culver City High School, Raintree Plaza, and West Los Angeles College.

To the north and south of this segment of I-405 are single-family residential neighborhoods, Hughes Airport, Fox Hills Mall, and other recreation areas. The ramps and connectors serve these areas and the more distant communities in West Los Angeles, Culver City, and Baldwin Hills.

3.9 Social and Economic Resources

The areas within and adjacent to the project area are predominantly middle- to upper-middle income compared with the average for City and County estimates (Figure 4, Table 7). In general, minority populations are proportionate to surrounding communities (Table 8). The hispanic minority group in Census Tract 2751 was 58%, which represents about 1,087 households. However, the number of actual properties impacted by this project is less than 2.7% of the total housing within the Tract.

A large number of vacancies within the project area (Table 9) are indicative of a plentiful housing supply for households displaced by the project. In 1997, the Housing Affordability Index, indicating the percent of households who can afford to purchase a median priced home, was estimated to be about 40% in Los Angeles County.

It is the policy of the California State Department of Transportation, in accordance with the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Title 49 CFR Part 21 and related statutes and regulations that no person in the State of California, shall, on the grounds of race, color, sex, age, national origin, religion, or disabling condition, be excluded from

Figure 4 – Census Tracts in the Project Area

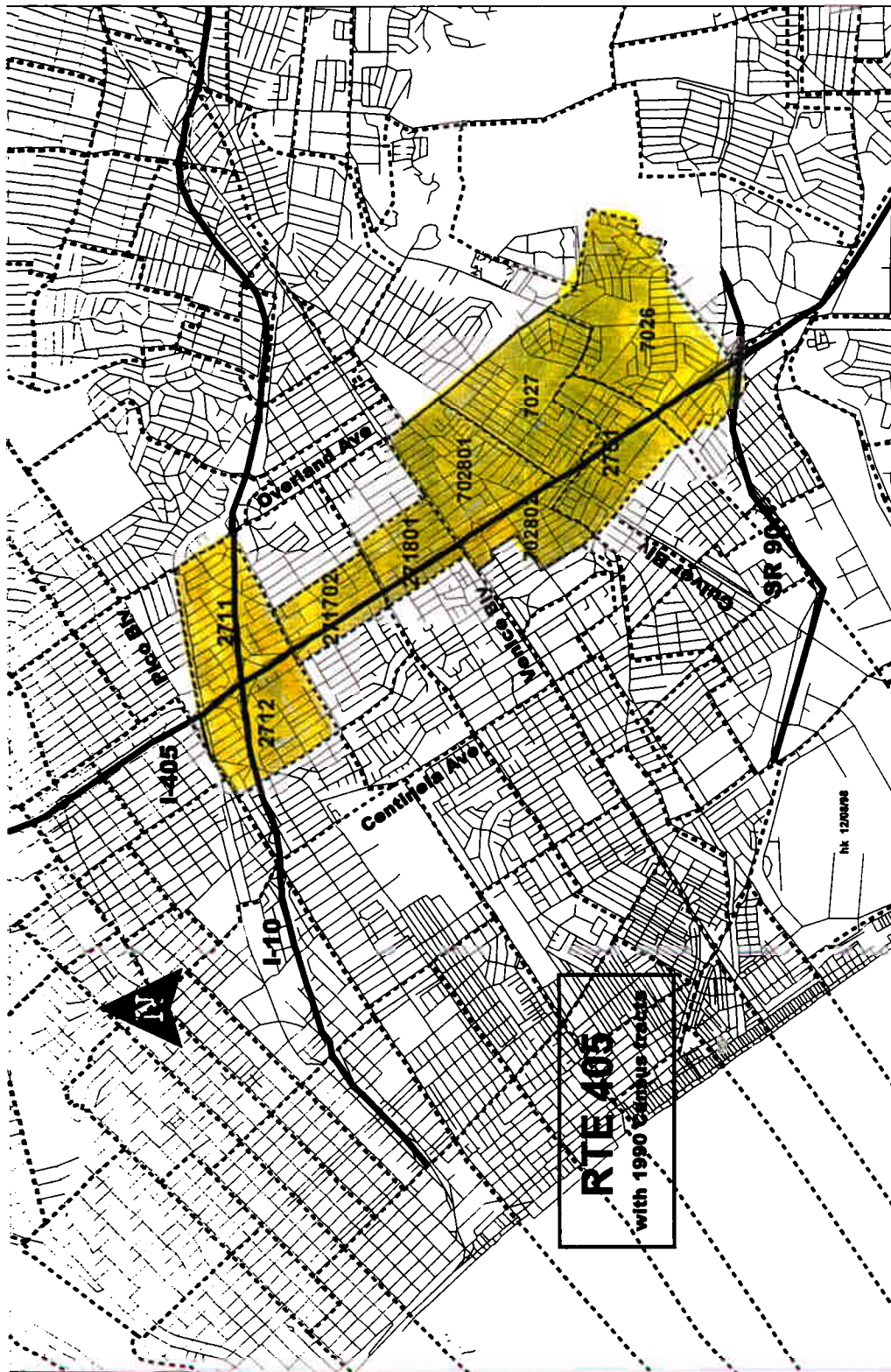


Table 7 – Study Area Demographic Variables¹

| Jurisdiction | Census Tract | Population | Median Household Income² |
|----------------------------|---------------------|-------------------|--|
| Los Angeles | 2711 | 3,532 | \$37,096 |
| | 2712 | 3,799 | \$35,096 |
| | 2717-02 | 3,874 | \$24,364 |
| | 2718-01 | 4,205 | \$33,244 |
| | 2751 | 5,708 | \$32,873 |
| Los Angeles City Average | | 3,485,398 | \$30,925 |
| | | | |
| Culver City | 7026 | 6,280 | \$50,885 |
| | 7027 | 3,355 | \$49,821 |
| | 7028-01 | 4,983 | \$35,868 |
| | 7028-02 | 2,217 | \$35,347 |
| Culver City Average | | 38,793 | \$42,971 |
| | | | |
| Los Angeles County Average | | 8,863,164 | \$34,965 |

1. Data obtained from the 1990 United States Census Bureau.
2. Median income for the study area is the average of all median incomes in the study area census tracts.

Table 8 – Study Area Ethnic Composition¹

| Census Tract | Percentage ² | | | | | |
|---------------------|-------------------------|-------|-----------------|-------|-------|----------|
| | White | Black | Native American | Asian | Other | Hispanic |
| 2711 | 64.2 | 2.2 | 0.4 | 17.3 | 0.0 | 15.9 |
| 2712 | 49.2 | 2.6 | 0.2 | 18.5 | 0.0 | 29.5 |
| 2717-02 | 56.2 | 5.7 | 0.0 | 28.1 | 0.5 | 9.5 |
| 2718-01 | 59.2 | 6.1 | 0.4 | 13.9 | 1.1 | 19.6 |
| 2751 | 28.6 | 3.7 | 0.5 | 8.6 | 0.6 | 58.0 |
| City of Los Angeles | 37.5 | 13.2 | 0.3 | 9.4 | 0.3 | 39.3 |
| | | | | | | |
| 7026 | 67.5 | 3.9 | 0.0 | 14.9 | 0.2 | 13.5 |
| 7027 | 66.4 | 1.3 | 0.0 | 14.1 | 0.7 | 17.4 |
| 7028-01 | 49.7 | 4.5 | 0.4 | 16.7 | 0.0 | 28.8 |
| 7028-02 | 61.9 | 3.0 | 0.0 | 13.0 | 0.2 | 21.8 |
| City of Culver City | 57.9 | 10.2 | 0.2 | 12.0 | 0.3 | 19.4 |
| | | | | | | |
| Los Angeles County | 40.8 | 10.7 | 0.3 | 10.4 | 0.2 | 37.3 |

1. Data obtained from the 1990 United States Census Bureau.

2. Data are percentage (%) of each minority group as identified in the 1990 Census.

Table 9 – Vacancy Information Among the Census Tracts in the Project Area¹

| Census Tract | Total Housing | Vacant Units | Occupied Housing |
|---------------------|----------------------|---------------------|-------------------------|
| 2711 | 1,655 | 148 | 1,507 |
| 2712 | 1,744 | 104 | 1,640 |
| 2717-02 | 1,679 | 67 | 1,612 |
| 2718-01 | 2,333 | 284 | 2,049 |
| 2751 | 1,875 | 112 | 1,763 |
| City of Los Angeles | 1,299,963 | 82,558 | 1,217,405 |
| | | | |
| 7026 | 2,254 | 55 | 2,199 |
| 7027 | 1,291 | 30 | 1,261 |
| 7028-01 | 1,952 | 88 | 1,864 |
| 7028-02 | 883 | 23 | 860 |
| City of Culver City | 16,943 | 777 | 16,166 |
| | | | |
| Los Angeles County | 3,163,343 | 173,791 | 2,989,552 |

1. Data obtained from the 1990 United States Census Bureau.

participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the Department.

3.10 Public Services and Facilities

Public services and facilities include schools, fire stations, police stations, medical institutions, and parks and recreational facilities. A number of public services and facilities are located within the project area. The facilities include the following:

- Culver City Fire Station #2, 11252 Washington Blvd., Culver City
- Webster Junior High School, 11330 Graham Place, Los Angeles
- Culver City Chamber of Commerce, 10767 Washington Blvd., Culver City
- Culver City City Hall, 9770 Culver Blvd., Culver City
- Washington Medical Center, 12101 Washington Blvd., Culver City
- Culver Slauson Park, 5070 Slauson Ave., Los Angeles
- El Marino Park, Berryman Ave. and Diller Ave., Culver City
- Mar Vista Gardens, 4901 Marionwood Dr., Los Angeles
- Mar Vista Recreation Center, 11430 Woodbine St., Los Angeles
- Tellefson Park, Washington Place and Bentley Ave., Culver City

3.11 Cultural Resources

To identify historic and archaeological resources, an Area of Potential Effect (APE) was established as extending one property beyond the existing facility and associated frontage roads. When additional right-of-way was required, the APE was enlarged to account for right-of-way acquisitions and potential visual effects resulting from the removal of existing buildings.

An Archaeological Survey Report (ASR), prepared for this project, determined that no archaeological sites are known to exist within, or adjacent to, the project area.

The historical setting was researched through a number of lists, sources, and field surveys. No buildings were determined to be sensitive cultural resources as they were (1) less than 50 years of age and lacking in overriding significance or (2) more than 50 years of age, but substantially altered or lacking in historical significance. The FHWA has concurred with the Historic Property Survey Report (HPSR) and it was reviewed for concurrence by the State Office of Historic Preservation (SHPO). A letter of concurrence from the SHPO (dated March 2, 2000) can be found in Appendix H. Due to the Modified Alternative 3ab, additional properties not previously identified needed to be studied for historical significance. A Supplemental HPSR was sent to FHWA for concurrence and then forwarded to SHPO. A letter of concurrence from the SHPO for the additional properties can also be found in

Appendix H. The corridor was identified as a mostly residential, post-World War II urban landscape. In addition, no historic areas or districts were found to be located within the APE.

4. Environmental Evaluation

4.1 Introduction

This Section, in concert with Sections 3 and 5, constitutes the scientific and analytic basis for the comparison of effects presented in Section 2 of this IS / EA.

To determine the environmental impacts of this project, a "California Environmental Quality Act (CEQA) Environmental Significance Checklist" was used. The checklist provides a format for identifying likely impacts, and assists the project evaluators in focusing on relevant issues of the project. Narrative discussions of impacts, and proposed mitigation measures are found following the checklist.

4.2 List of Technical Studies/Reports

Several studies and reports were conducted and incorporated by reference in this environmental evaluation. The following studies or environmental documents have been prepared and their findings are incorporated into this report. These reports are available for review at Caltrans District 7 Office, 120 South Spring Street, Los Angeles, California.

- Project Study Report, December 1995
- City of Culver City General Plan, July 1996
- City of Los Angeles Palms-Mar Vista-Del Rey Community Plan, December 1996
- Geotechnical Investigation of the LA-405 San Diego Freeway, HOV-07-LA-405 KP 41.2 to 47.6, Los Angeles County, California, September 1998
- Physical Environmental Report for the Proposed HOV Widening of the San Diego Freeway (Route 405) Between Marina Freeway (Route 90) and Santa Monica Freeway (Route 10) in Los Angeles County, September 1998, August 1999
- Construction Staging and Traffic Detour Plan, October 1998
- HOV Report, October 1998
- Noise Study Report, October 1998, October 1998, August 1999
- Traffic Study Report, October 1998, March 1999
- Natural Environment Study Report, November 1998, August 1999
- Right-of-Way Data Sheets, September 1998, November 1998, June 2000
- Location Hydraulic Study, March 1999
- Historical Property Survey Report, August 1999
- Supplemental Historical Property Survey Report, April 2000

4.3 Environmental Significance Checklist

This section evaluates the potential project impacts and where necessary, proposes mitigation measures to reduce or avoid potential impacts. Assessment of potential environmental impacts has been completed using an Environmental Significance Checklist.

The Environmental Significance Checklist is used to identify physical, biological, social and economic factors which might be impacted by the proposed project (Table 10). In some cases, environmental factors listed in the checklist will not be affected because of the nature of the project. In other cases, background studies performed in connection with the proposed project clearly indicate that the project will not affect a particular item. A "NO" answer in the first column documents these determinations. A "YES" answer in the first column indicates that a particular factor will be affected by the project and is followed by a response in the second column as to whether the effect is significant (as defined by CEQA). In some cases, even though no significant impacts have been identified, an asterisk signifies that a discussion has been included to document specific findings. Where the checklist refers to a resource that is not involved or associated with the project in any way, we have determined that there are no project-imposed effects.

Table 10 –Environmental Significance Checklist

| PHYSICAL. Will the proposal (either directly or indirectly): | YES or NO | If YES, is it significant ? YES or NO |
|---|----------------------|--|
| 1. Appreciably change the topography or ground surface relief features? | NO | |
| 2. Destroy, cover, or modify any unique geologic or physical features? | NO | |
| 3. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state? | NO | |
| 4. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards? | YES | NO |
| 5. Result in or be affected by soil erosion or siltation (whether by water or wind)? | NO | |
| 6. Result in the increased use of fuel or energy in large amounts or in a wasteful manner? | NO | |
| 7. Result in an increase in the rate of use of any natural resource? | NO | |
| 8. Result in the substantial depletion of any nonrenewable resource? | NO | |
| 9. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control? | NO * | |
| 10. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | NO | |
| 11. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves? | NO | |
| 12. Adversely affect the quantity or quality of surface water, groundwater, or public water supply? | NO * | |
| 13. Result in the use of water in large amounts or in a wasteful manner? | NO | |
| 14. Affect wetlands or riparian vegetation? | NO | |
| 15. Violate or be inconsistent with Federal, State or local water quality standards? | NO * | |
| 16. Result in changes in air movement, moisture, or temperature, or any climatic conditions? | NO | |
| 17. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality? | NO * | |
| 18. Results in the creation of objectionable odors? | NO | |
| 19. Violate or be inconsistent with Federal, State, or local air standards or control plans? | NO * | |
| 20. Result in an increase in noise levels or vibration for adjoining areas? | YES | NO |
| 21. Result in any Federal, State, or local noise criteria being equal or exceeded? | NO * | |
| 22. Produce new light, glare, or shadows? | NO | |

Table 10 –Environmental Significance Checklist (continued)

| BIOLOGICAL. Will the proposal (either directly or indirectly): | YES or NO | If YES, is it significant ? YES or NO |
|--|----------------------|--|
| 23. Change in the diversity of species or number of any species (including trees, shrubs, grass, microflora, and aquatic plants)? | NO * | |
| 24. Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants? | NO | |
| 25. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species? | NO | |
| 26. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance? | NO | |
| 27. Removal or deterioration of existing fish or wildlife habitat? | NO | |
| 28. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)? | NO | |
| 29. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals? | NO | |
| 30. Conflict with any applicable habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat plan? | NO | |
| 31. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals? | NO | |
| SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly): | YES or NO | If YES, is it significant ? YES or NO |
| 32. Cause disruption of orderly planned development? | NO | |
| 33. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy? | NO | |
| 34. Be inconsistent with a Coastal Zone Management Plan? | NO | |
| 35. Affect the location, distribution, density, or growth rate of the human population of an area? | YES | NO |
| 36. Affect life-styles, or neighborhood character or stability? | YES | NO |
| 37. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups? | NO * | |
| 38. Divide or disrupt an established community? | NO | |
| 39. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing? | YES | NO |
| 40. Affect employment, industry or commerce, or require the displacement of businesses or farms? | YES | NO |
| 41. Affect property values or the local tax base? | NO * | |
| 42. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)? | YES | NO |

Table 10 –Environmental Significance Checklist (continued)

| SOCIAL AND ECONOMIC continued. Will the proposal (either directly or indirectly): | YES or NO | If YES, is it significant ? YES or NO |
|--|------------------|--|
| 43. Affect public utilities, or police, fire, emergency or other public services? | YES | NO |
| 44. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods? | YES | NO |
| 45. Generate additional traffic? | YES | NO |
| 46. Affect or be affected by existing parking facilities or result in demand of new parking? | NO * | |
| 47. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | NO | |
| 48. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety? | NO | |
| 49. Result in alterations to waterborne, rail or air traffic? | NO | |
| 50. Support large commercial or residential development? | NO | |
| 51. Affect a significant archaeological or historic site, structure object, or building? | NO * | |
| 52. Affect wild or scenic rivers or natural landmarks? | NO | |
| 53. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view? | NO | |
| 54. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)? | NO * | |
| 55. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge? | YES | NO |
| MANDATORY FINDINGS OF SIGNIFICANCE | | |
| 56. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | NO | |
| 57. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one, which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) | NO | |

Table 10 – Environmental Significance Checklist (continued)

| | | | |
|-----|---|----|--|
| 58. | Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable. | NO | |
| 59. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | NO | |

5. Discussion of Environmental Evaluation

5.1 Physical

Seismicity

Question 4. Will the proposal result in unstable earth surfaces or increase the seismic or geological hazards?

Geologic processes, which have caused earthquakes in the past, can be expected to continue. Seismic events likely to project the greatest bedrock accelerations, could be a moderate event on the Newport-Inglewood fault zone and/or a large event on a distant active fault.

Caltrans builds to current earthquake standards and will use best engineering practices to minimize damage from ground shaking. These standards have been established to reduce the damage from seismic activity which will reduce the potential for impacts to the public.

Impacts of a geotechnical nature are negligible and no mitigation measures other than standard engineering design and practices are recommended.

Hazardous Waste

Question 9. Will the proposal violate any published Federal, state, or local standards pertaining to hazardous waste, solid waste or litter control?

The Initial Site Assessment (ISA) indicates that aerially deposited lead, the removal of existing asphalt concrete ramps, shoulders, and frontage roads, and the acquisition of right-of-way will contribute to the potential for hazardous waste mitigation. Modified Alternative 3ab will impact some existing structures, so an asbestos survey will be completed during the design phase to mitigate the demolition of the buildings.) Based on the project description, it appears that this project will fall under a new variance allowing for the reuse of lead contaminated soils within defined limits of contamination. This new variance is anticipated to be issued by The Department of Toxic Substances Control in August 2000. Currently there is no variance, however, once the new variance has taken effect, the project may need to be reviewed for hazardous waste issues.

Standard procedures for the disposal of asphalt and concrete will be utilized. The right-of-way acquisitions are mostly residential, and Caltrans policy states that the State does not acquire contaminated properties. The findings and recommendations of the ISA Report dated October 1995 will be included in the Aerially Deposited Lead section of the Special Provisions.

Floodplain

Question 11. Will the proposal encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?

Federal-Aid Policy Guide 23 CFR 650A requires that a Location Hydraulic Study be prepared for projects that encroach on a 100-year base floodplain. Based on the Location Hydraulic Study, it is determined that this is a Low Risk Project.

Water Quality

Question 12. Will the proposal adversely affect the quantity or quality of surface water, groundwater, or public water supply?

Question 15. Will the proposal violate or be inconsistent with Federal, State or local water quality standards?

For both short term and long term water quality impacts, temporary as well as permanent Best Management Practices (BMPs) will be identified during the final design when there is sufficient engineering details available to warrant competent analysis. Caltrans is committed to implement cost effective temporary and permanent BMPs as identified during final design.

Air Pollutants

Question 17. Will the proposal result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?

A quantitative assessment of the project's impact on air quality was completed for both microscale and mesoscale analyses. The microscale analysis examines the area adjacent to the freeway and the mesoscale determines the corridor or regional effect of the proposed project. The results of these analyses are shown in Table 9.

Construction of the Build Alternatives (3a and 3b) will lead to a decrease in air pollutant concentrations in the future due to an improved LOS along this segment of the I-405.

The air quality analyses showed that neither of the build alternatives will have an adverse effect on the environment, and no sensitive receptors will be exposed to substantial pollutant concentrations. Also, neither build alternative will increase ambient CO levels in a manner that will produce air quality violations, nor worsen or delay timely attainment of the CO air quality standards. Current and projected measurements indicate that the one-hour and the eight-hour standards will not be exceeded. This project will not cause or contribute to any new localized CO violations or increase its frequency or severity.

Question 19. Will the proposal violate or be inconsistent with Federal, State, or local air standards or control plans?

This project is included in the adopted 1998 Regional Transportation Plan (RTP) and is part of the current adopted 1998/2005 Regional Transportation Improvement Plan (RTIP) and the Federal Improvement Program (FTIP). The 1998 RTP has been approved for air quality transportation conformity by the FHWA. Also, it is consistent with the Regional Air Quality Management Plan (AQMP). This project conforms to the Federal Clean Air Act Amendments of 1990. Therefore, this project demonstrates Caltrans' commitment to implement the RTP/AQMP control measures in accordance with Environmental Protection Agency (EPA) regulations.

The Federal Highway Administration currently requires qualitative PM₁₀ analysis for all non-exempt projects in PM₁₀ nonattainment areas that must have localized impact analysis. This project is located in a PM₁₀ nonattainment area, and therefore, a qualitative analysis is required. No violations of the PM₁₀ NAAQS or CAAQS have been recorded at the

monitoring site near the project, and the monitored concentrations are well below the standards (Table 11; Table 12). Particulate matter concentration monitored by South Coast Air Quality Management District for the West Los Angeles – VA Hospital PM₁₀ monitor (the monitor closest to the project site) showed no monitored violations occurred at or near the project location, and documented PM₁₀ concentrations well below the standards. Recent work by University of California at Davis and others suggests that project-level PM₁₀ impacts are insignificant beginning a short distance downwind of the project. These studies document that unless background conditions already contribute to pollutant concentrations that exceed or are close to the Ambient Air Quality Standards threshold, project impacts will be negligible. This type of project is an insignificant contributor to localized PM₁₀ emissions from regional VMT. This project is included in the approved RTIP and Transportation Improvement Plan. This project does not cause or contribute to new localized CO or PM₁₀ violations or increase the severity or frequency of existing violations in the area mainly affected by this project.

Noise Levels

Question 20. Will the proposal result in an increase in noise levels or vibration for adjoining areas?

Question 21. Will the proposal result in any Federal, State, or local noise criteria being equal or exceeded?

An increase in noise levels is expected to increase slightly in the future due to increases in local traffic. The increases will result in a negligible increase (if any) in the noise levels experienced by residents adjacent to this project location. However, the existing walls, which are to remain as part of the project, will reduce the anticipated noise to a level less than that outlined in the Federal Noise Criteria.

Noise impacts of the project were determined and mitigation was recommended where reasonable and feasible. Appendix F gives both summary tables of noise measurements and location descriptions, and figures of the location of the proposed soundwall locations. The criterion for barrier height is in accordance with the Caltrans Design Manual Chapter 1100 (February 1995). The wall heights indicated in the seven tables in Appendix F represent the nominal vertical dimension above the edge of traveled way elevation.

The Noise Study Report indicates that sensitive receptors are located within the project area. To mitigate the impacts of these sensitive receptors, soundwalls are proposed throughout the project area to decrease the noise impacts to a level that is compliant with the Federal Noise Criteria. The final decision, however, regarding soundwall location and design is subject to public input from the affected residents and the cost effectiveness calculation by the Project Engineer during final design. The tables and figures in Appendices B, C, D, and F indicate the location of the proposed soundwalls.

**Table 11 – Year 2020 Carbon Monoxide Concentration Projections
(Parts-per-Million)**

| One-Hour Concentration | | | | | |
|--------------------------|----------------------|-----------------------------------|-------|-----------------------------------|-------|
| Receptor | Ambient ¹ | No Build | | Build | |
| | | Roadway Contribution ² | Total | Roadway Contribution ² | Total |
| School | 7.0 | 1.3 | 8.3 | 1.1 | 8.1 |
| Res. 1 | 7.0 | 1.2 | 8.2 | 1.1 | 8.1 |
| Res. 2 | 7.0 | 3.8 | 10.8 | 1.5 | 8.5 |
| Eight-Hour Concentration | | | | | |
| Receptor | Ambient ³ | No Build | | Build | |
| | | Roadway Contribution ⁴ | Total | Roadway Contribution ⁴ | Total |
| School | 4.1 | 0.9 | 5.0 | 0.8 | 4.9 |
| Res. 1 | 4.1 | 0.8 | 4.9 | 0.8 | 4.9 |
| Res. 2 | 4.1 | 2.7 | 6.8 | 1.1 | 5.2 |

1. 1997 's Annual High at the West Los Angeles – Veteran's Administration Hospital Air Quality Monitoring Station.
2. Receptors are located at the right-of-way line of the freeway.
3. 1997's Second Annual High from West Los Angeles – Veteran's Administration Hospital Air Quality Monitoring Station.
4. The persistence factor is 0.7. The one-hour roadway contribution multiplied by the persistence factor equals the eight-hour roadway contribution.

Table 12 – Local Air Quality¹

| Pollutant | Year | Maximum Concentration ² | California | | Federal | |
|---|------|------------------------------------|-----------------------------------|------------------------|------------------------------------|------------------------|
| | | | Standard | Days Standard Exceeded | Primary Standard | Days Standard Exceeded |
| Carbon Monoxide (CO) | 1995 | 8* | 20 ppm for 1 hour | 0* | 35 ppm for 1 hour | 0* |
| | 1996 | 7 | | 0 | | 0 |
| | 1997 | 7 | | 0 | | 0 |
| | 1998 | 7 | | 0 | | 0 |
| | 1995 | 5.6* | 9.0 ppm for 8 hours | 0* | 9 ppm for 8 hours | 0* |
| | 1996 | 4.5 | | 0 | | 0 |
| | 1997 | 4.4 | | 0 | | 0 |
| | 1998 | 4.5 | | 0 | | 0 |
| Ozone (O ₃) | 1995 | 0.14 | 0.09 ppm for 1 hour | 19* | 0.12 ppm for 1 hour | 1* |
| | 1996 | 0.14 | | 13 | | 1 |
| | 1997 | 0.11 | | 6 | | 2 |
| | 1998 | 0.13 | | 7 | | 1 |
| Nitrogen Oxide (NO ₂) | 1995 | 0.20*/0.0278* | 0.25 ppm for 1 hour | 0* | 0.053 ppm annual average | 0* |
| | 1996 | 0.18/0.0289 | | 0 | | 0 |
| | 1997 | 0.14/0.0285 | | 0 | | 0 |
| | 1998 | 0.13/0.0270 | | 0 | | 0 |
| Fine Particulate Matter (PM ₁₀) | 1995 | -- | 50 µg/m ³ for 24 hours | -- | 150 µg/m ³ for 24 hours | -- |
| | 1996 | -- | | -- | | -- |
| | 1997 | -- | | -- | | -- |
| | 1998 | -- | | -- | | -- |

1. Measured at the West Los Angeles VA Hospital Ambient Air Monitoring Station.
 2. Maximum concentration is measured over the same period as the California Standard.
- * Less than 12 full months of data. May not be representative.
- = Pollutant not monitored
- µg/m³ = microgram per cubic meter
- ppm = parts per million

Biological Resources

Question 23. Will the proposal change the diversity of species or number of any species (including trees, shrubs, grass, microflora, and aquatic plants)?

Information on sensitive species was obtained from the California Department of Fish and Game's Natural Diversity Data Base to determine the presence of any sensitive species in relation to the project area. It was determined that this project will not adversely impact the diversity or number of species in the project area. There are, however, numerous ornamental trees that will need to be removed during construction on the frontage road. Impacts to the trees should be kept to the minimum necessary and should be scheduled to occur between September 1 and March 15 to avoid impacts to nesting birds. If trees must be removed outside of this period, a survey for nesting birds will need to be conducted one to two weeks prior to construction; if nesting birds are present, coordination with the California Department of Fish and Game will be required to determine the appropriate course of action.

The landscaping along the highway will be replanted following completion of the project. This planting will avoid the use of plants on the California Noxious Species List from the United States Department of Agriculture (Appendix G), and will assist in compliance with Executive Order 13112 (Section 3.7). The landscaping that will be planted will act as a buffer to prevent the introduction of invasive species into the area.

5.2 Social and Economic

Question 33. Will the proposal be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?

The ramp consolidation concept (Modified Alternative 3ab) is consistent with Culver City's long-term transportation improvement plan for Culver Boulevard per the Culver City General Plan. The ramp consolidation has been planned and preliminarily designed in a joint effort between Caltrans and city staff/consultants.

Neighborhood

Question 35. Will the proposal affect the location, distribution, density, or growth rate of the human population in the area?

Question 36. Will the proposal affect life-styles, or neighborhood character or stability?

The proposed project is located in an urban area, and although it will impact existing residential neighborhoods and adjacent commercial development, the overall impact will not result in a negative impact to the community. Alternative 3a will impact 63 residential and 4 commercial properties, and Alternative 3b will impact 64 residential and 4 commercial properties. These properties are located at the edge of neighborhoods and are adjacent to I-405. The remaining properties along Sawtelle Boulevard will face I-405. However, these homes currently face the freeway. As previously mentioned, soundwalls are also proposed.

Question 37. Will the proposal affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?

No adverse effects would occur as a result of the proposed project on minority groups, the elderly, handicapped, transit-dependent, or other special interest groups.

In addition, Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*, signed by President Clinton on February 11, 1994 requires federal agencies to take the appropriate and necessary steps to identify and address "disproportionately high and adverse effects" of projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. No disproportionately high and adverse impacts to minority or low-income populations have been identified.

Question 39. Will the proposal affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?

A total of sixty-five (65) parcels will be impacted by Alternative 3a, sixty-four (64) parcels by Alternative 3b, and fifty-two (52) by Modified Alternative 3ab (Appendix I). These acquisitions may involve either full or partial acquisitions, and final determination will be made by financial feasibility at the final design stage. Impacts to residential properties include 62 for Alternative 3a, 69 for Alternative 3b, and 46 for Modified Alternative 3ab. The Relocation Assistance Program (RAP) will be available for residential properties impacted by this project. Impacted residents will be eligible for relocation benefits (Appendix J).

A high number of other vacant apartment and residential units are present in the adjacent area (Table 8), so housing availability in the project area is not considered to be adversely impacted. Additionally, there is potential for new housing development on infill, vacant, and recycled sites (Culver City General Plan Housing Element, p. II-6).

Employment and Industry

Question 40. Will the proposal affect employment, industry or commerce, or require the displacement of businesses or farms?

The proposed project will require a few businesses (4 for Alternative 3a, 4 for Alternative 3b, and 3 for Modified Alternative 3ab) to be relocated. The Relocation Assistance Program (RAP) will be available for commercial properties impacted by this project. Appendix J contains details about this program. With the use of the RAP program, there will not be an adverse impact to commercial businesses. The proposed project will not affect industrial, agricultural or farmland properties.

Question 41. Will the proposal affect property values or the local tax base?

Because some businesses (4 for Alternative 3a, 4 for Alternative 3b, and 3 for Modified Alternative 3ab) will inevitably have to be relocated, employment and businesses will be impacted. However, adequate vacant spaces exist so that these businesses, with the use of RAP funds, will not be adversely impacted.

Public Services

Question 42. Will the proposal affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?

The proposed project will temporarily affect the existing bike trail and pedestrian path. Both will be closed temporarily during project construction. See Programmatic 4(f) Evaluation (Chapter 10). An easement currently exists on the church property (located at 3400 Sawtelle Boulevard, Los Angeles), and there is a possibility that this will be taken, however, neither the building nor parking spaces will be impacted.

Question 43. Will the proposal affect public utilities, or police, fire, emergency or other public services?

Due to freeway widening, some utilities will need to be relocated. These include utility poles (telephone and electrical), gas lines, sprinkler systems, water lines, a few storm drains, sewer lines and relocation of some manholes. No high risk utilities will be impacted by this project. Although an oil line is located along Culver Boulevard, it will not be impacted by this project.

Culver City Fire Station 2 is located adjacent to the affected area, specifically, at 11252 Washington Boulevard, one block north of Sawtelle Boulevard. Some temporary impacts may occur during construction, such as reduced accessibility. However, a traffic detour plan will be coordinated with the Culver City Fire Station prior to construction. Additionally, mitigation measures can also ensure adequate access into and out of the area.

Access roads to the two flood control channels (Ballona Creek and Westwood) within the project area will need to be relocated. However, access to the channels will remain open during construction.

Question 44. Will the proposal have a substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?

Under Alternative 3b, the circulation system surrounding Culver Boulevard will be altered (See Attachment 2 in Chapter 10). Although there may be a period of transition for drivers to become familiarized with the new system, the overall impact will be a reduction in the confusion of drivers and the elimination of isolated ramps.

Question 45. Will the proposal generate additional traffic?

Under Alternatives 3b and Modified Alternative 3ab, the circulation system surrounding Culver Boulevard will be altered (See Chapter 10). However, the reconfiguration of Culver Boulevard will minimize the additional traffic volume that will occur at Culver Boulevard.

Eliminating both the northbound Sawtelle Boulevard on-ramp and off-ramp will improve traffic flow on Sawtelle Boulevard. Surface street traffic would be diverted to Culver Boulevard, a Major Highway Class II (City of Los Angeles, *Palms - Mar Vista - Del Rey Community Plan*, Generalized Circulation Map). A frontage road connecting Sawtelle Boulevard to Braddock Drive will help the motorists to utilize the Braddock Drive on-ramp (Table 6).

In addition, Culver Boulevard is currently configured with two 2-way streets. Both throughways will be consolidated to provide a better flow of traffic. By consolidating the two roadways, the greenbelt lying between Culver Boulevard North and Culver Boulevard South will be shifted north. (See Attachment 2 in Chapter 10). The reconfiguration of the greenbelt involves realigning the bike trail and pedestrian walkway, further addressed in the

Programmatic 4(f) Evaluation as required by Section 4(f) of U.S. Department of Transportation Act of 1966 (See Chapter 10, Programmatic 4(f) Evaluation).

Question 46. Will the proposal affect or be affected by existing parking facilities or result in demand of new parking?

Some parking spaces along Culver Boulevard North will be eliminated under the recommended project alternative (Modified Alternative 3ab) when Culver Boulevard is realigned in this area. In addition, some parking spaces will be impacted by the partial acquisition of Assessor Parcel Number 4251-013-006 (Appendix I).

Archaeological and Historical Sites

Question 51. Will the proposal affect a significant archaeological or historic site, structure object, or building?

A total of 153 properties included in the Area of Potential Effect were evaluated for historic and architectural significance. Seven parcels are vacant and 146 parcels are improved. Of these, 138 contain single and multi-family residences, 7 are commercial properties, and 1 is a church. Seventy-seven of these improved parcels were built prior to 1954 and were formally evaluated according to National Register and California Register criteria. None appear to meet National Register or California criteria for historic and architectural significance.

There are 22 bridge structures within the project APE. None is yet 50 years of age and all have been identified as Category 5 (not eligible) bridges in the "1986 Caltrans Historic Bridge Inventory".

An archaeological survey conducted for the project determined that no archaeological sites are known to exist within, or adjacent to, the project area.

This project will not impact sensitive cultural resources. However, in the event that archeological or historical materials are encountered during construction, all construction activities placing such resources at risk must cease until proper examination by a qualified archaeologist or cultural historian.

Impacts Associated with Construction

Question 54. Will the proposal result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?

There will be short term noise, dust, and access problems which will result from construction of this proposed project. These temporary impacts are not considered permanent and are therefore below the level of significant (per CEQA). Waste material removed from the construction area will be disposed of in accordance with the Standard Specifications listed in the California Administrative Code.

The project contractor will be required to comply with all local noise level rules, regulations and ordinances as well as the State's Standard Specifications restricting noise levels. These latter specifications will limit the noise levels from the contractor's operations so that between the hours of 9 p.m. and 6 a.m. they shall not exceed noise level standards.

Construction of this project may require use of equipment which has high noise characteristics. Typically, the equipment ranges from concrete mixers to jackhammers which

produce noise levels in the 80 dBA range to over 90 dBA at a distance of 50 feet. To reduce the impact of this noise, construction activities should be confined to the daily period least disturbing to the neighboring community. Other measures to be considered in the use of this equipment include (1) Where there is close proximity to residential frontage, minimize operations from the city street side of the project to create the greatest distance between noise sources and the residents; (2) Arrange the noisiest operations together in the construction program to avoid continuing periods of greater annoyance; (3) Require that equipment be installed and maintained with effective muffler exhaust systems.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements should effectively mitigate most dust problems during construction. Construction of the proposed project may result in suspended particulate matter being generated. Any impacts will be temporary, local, and limited to construction areas.

All excavated material will be hauled away to an environmentally appropriate disposal site.

The contractor, pursuant to LARWQCB permit requirements, will prepare a Water Pollution Control Plan (WPCP). The WPCP will outline Best Management Practices that will be used to minimize potential impacts and ensure that all state and federal water quality standards are maintained.

The project while under construction will produce a short-term increase in traffic congestion, require some ramp closures, and temporary freeway lane closures. There will be detours to reroute traffic off the freeway. The lane closures will be done at night and at off-peak hours. No consecutive ramps will be closed.

Traffic impacts during construction are temporary in nature. Also, a Traffic Management Plan (TMP) will be required for this project. The TMP will be finalized during the Project, Specifications, and Estimates (PS&E) phase. A cost for the TMP is included in the construction cost estimates. Measures in the TMP will reduce the traffic impacts during construction.

Construction access will be designed to limit vehicular movement to non-residential areas to the maximum extent possible.

Impact on Recreation Land

Question 55. Will the proposal result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?

Alternatives 3b and Modified Alternative 3b would affect the greenbelt between Culver Boulevard North and Culver Boulevard South, which runs perpendicular to I-405 (Attachment 2 in Chapter 10). Two paths exist within the landscaped greenbelt, an asphaltic bike path, approximately 11-12 feet wide, and an unpaved pedestrian walkway, approximately 5-6 feet wide. The impact onto the paths will be temporary in nature and a Programmatic Section 4(f) Evaluation has been included in this report identifying measures to minimize harm (See Chapter 10). The Department of the Interior has concurred with the finding that a Programmatic Section 4(f) is appropriate for this project (Appendix H).

6. Consultation and Coordination

6.1 Scoping Process

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations do not require an IS / EA to include formal scoping procedures. However, in light of the connectivity of this project, and its regional significance as a project onto itself, efforts were undertaken to ensure that the concerns of the cities and other parties were known.

Scoping for this project was conducted to solicit public concerns and ensure early consultation. Letters to elected officials and government agencies were sent (dated October 2, 1998). In addition, public scoping advertisements (Figure 5) were placed in the following newspapers: Los Angeles Times (June 18, 1998), Culver City News (June 18, 1998), La Opinion (June 18, 1998), The Argonaut (June 18, 1998), The Daily Breeze (June 18, 1998), The Los Angeles Sentinel (June 18, 1998), and The Compton Bulletin (June 24, 1998). Comments were received until November 3, 1998. Issues raised in these comments included the following:

- Concerns regarding traffic congestion and mitigation.
- Support for the project.
- Opposition to the project.
- Impacts and plans for adjacent projects.
- Concerns regarding construction impacts.
- Concerns about population growth in Los Angeles.
- Traffic problems in Los Angeles have been a long-term problem.
- Concerns that commuters in Los Angeles do not carpool.
- Other recommendations were offered to improve traffic flow.
- Concerns about changes and modifications to on and off-ramps.
- Concern about ramp connection to I-10.
- Concern that lanes will be taken away.
- Impacts on traffic due to the future expansion of LAX.

Letters to elected officials and government agencies were sent (dated October 3, 1998). Comments were received from the Culver City Department of Public Works, the LAMTA, and from members of the public. Issues raised in these comments included the following:

- Recommendation to document the impacts in an Environmental Impact Report / Environmental Impact Statement.
- Recommendation to consult Culver City project designers for ramps.
- Concerns that landscaped slopes were being replaced by retaining walls and soundwalls.
- Concern about HOV access in Culver City.
- Concern about drainage on the facility.

Figure 5 – Scoping Notice

SCOPING NOTICE

**Seeking Public Comment on Plans For
High Occupancy Vehicle (HOV) Lanes
on Route 405
In the Cities of Los Angeles and Culver City**

PROJECT LIMITS

| | |
|-----------------------------|---|
| WHAT'S BEING PLANNED | <p>The Department of Transportation (Caltrans), District 7 is proposing to construct a north-bound and south-bound high occupancy vehicle (HOV) lane on Route 405 between Route 90 and Route 10 in the Cities of Los Angeles and Culver City. Generally, these improvements will be accommodated in the existing Right-of-Way, but minor additional Right-of-Way may be required.</p> |
| WHY THIS NOTICE | <p>Caltrans is formally initiating studies for this improvement. Preliminary environmental studies indicate that the resulting environmental document will be an Initial Study (IS) which should lead to a Negative Declaration (ND)/Finding of No Significant Impact (FONSI).</p> <p>A public hearing will be held to discuss the project studies when sufficient engineering, environmental and socioeconomic data have been developed. The public hearing will be publicized and you will be notified well in advance of the hearing time and location.</p> |
| WHAT CAN YOU DO? | <p>This notice is to solicit public comments on this project, and insure an early involvement of public agencies, interested groups, and individuals in the environmental process.</p> <p>We will be pleased to answer any questions you may have with regard to this project. Please send your written comments by <u>July 10, 1998</u> to:</p> <div style="text-align: center;"> <p>Ronald J. Kosinski, Chief Office of Environmental Planning Department of Transportation (Caltrans) 120 S. Spring Street Los Angeles, CA 90012</p> </div> |
| CONTACT | <p>If you wish to be on a mailing list for actions concerning this project or to receive more information about this study, call Ronald Kosinski, Office of Environmental Planning at (213) 897-0703.</p> |

In addition, a newspaper article in the Los Angeles Times "Westside Weekly" (July 3, 1998) incorrectly indicated that "Caltrans is seeking public comments on plans for carpool lanes on the Santa Monica Freeway in Los Angeles and Culver City." The freeway mentioned in this advertisement [the Santa Monica Freeway (I-10)] does not extend into Culver City. A total of five responses were received in regards to this erroneous newspaper article. Issues raised in these comments included the following:

- Opposition to HOV lanes.
- Concerns that commuters in Los Angeles do not carpool.
- Concern that lanes will be taken away.
- Concern that adding an HOV lane would slow down traffic.
- Benefit of extra space in case of emergency.
- Support for HOV lanes as they enhance quality of life.

6.2 Community Meetings

A Town Hall Meeting was sponsored by State Senator Kevin Murray (26th District) on August 26, 1999 at the Culver City City Hall Council Chambers. The purpose of the meeting was to discuss the congestion on the I-405 Freeway. Residents were able to hear about this project and two other highway projects located in the vicinity.

The City of Culver City sponsored a public forum meeting on February 17, 2000 at the Veteran's Memorial Building Auditorium in Culver City (Figure 6). The purpose of the meeting was to address citizen's concerns in prior meetings. Caltrans' staff was on hand to address concerns and update the public as to progress on the project.

6.3 Public Comment Period for the IS / EA

The IS/EA document was circulated for public comment beginning November 9, 1999. The comment period officially closed on December 31, 1999. An opportunity for a public meeting was offered at the Veterans Memorial Auditorium (4117 Overland Avenue, Culver City) from 6:30 to 8:30 p.m. on December 9, 1999. Notice of this public meeting was placed in appropriate local newspapers. Copies of this IS/EA document can be reviewed at the Caltrans, District 7 Office, the Culver City Library (4975 Overland Avenue, Culver City), and the Mar Vista Library (12006 Venice Boulevard, Los Angeles).

Comments on this document were submitted in writing before December 31, 1999, and were sent to the attention of:

Ronald Kosinski
Office of Environmental Planning
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012

Figure 6 – Culver City News Advertisement for Informational Meeting



Notice Of Scheduled CalTrans Information Meeting For Route 405 HOV Improvement Project

The California Department of Transportation – Caltrans - proposes to construct a north-bound and south-bound High Occupancy Vehicle (HOV) lane on Interstate 405 between Interstate 10 and State Route 90 (Marina Freeway) in the Cities of Los Angeles and Culver City. For the most part these improvements will be accommodated on existing property, but additional property for the freeway on- and off-ramps will be required.

You are cordially invited to attend an upcoming meeting. Caltrans representatives will be present to answer questions regarding this project:

When: Thursday, February 17, 2000

Time: 6:30 p.m. through 8:30 p.m.

Location: Veterans Memorial Building
Auditorium Facility
4117 Overland Avenue
Culver City, CA 90232

The City of Culver City is hosting this meeting to provide Caltrans a public forum in which to address concerns expressed in prior meetings.

If you have any questions, please contact Max Paetzold of the City of Culver City, at 310-253-5633.

7. List of Preparers

Caltrans District 7, Office of Environmental Planning

Ronald Kosinski, Branch Chief
Aziz Elattar, Senior Environmental Planner
Stephanie Sapper Reeder, Environmental Planner
Enrique Arroyo, Environmental Planner
Sandra Lavender, Environmental Planning Intern
Karl Price, Associate Environmental Planner (Natural Sciences)
Cleavon Govan, Senior Environmental Planner
Gary Iverson, Senior Environmental Planner (Archaeology)
Diane Kane, Associate Environmental Planner (Architectural Historian)

Caltrans Headquarters, Environmental Program

Paula Boghosian, Associate Environmental Planner (Architectural Historian)
Frank Lortie, Associate Environmental Planner (Architectural Historian)

Caltrans District 7, Office of Environmental Engineering

George Ghebrainious, Senior Transportation Engineer
Fouad Abdelkerim, Senior Transportation Engineer
Jamal El-Jamal, Senior Environmental Planner
Fauzia Aziz, Transportation Engineer
Yueh-Shen Failing, Transportation Engineer
Arpi Kiledijian, Transportation Engineer
Ralph Thunstrom, Transportation Engineer
Hamid Toosi, Transportation Engineer

Caltrans District 7, Office of Project Development A

William Reagan, Branch Chief
Chao Chen, Project Engineer
Nancy Pe, Project Engineer
Jerrel Kam, District Hydraulics Engineer-West
Tam Nguyen, Hydraulics Engineer

Caltrans District 7, Engineering Services/Materials Laboratory

R. Gustavo Ortega, Senior Engineering Geologist
Chris Harris, Associate Engineering Geologist

8. *Determination*

On the basis of this Initial Study/Environmental Assessment, it is determined that the widening of north- and south-bound I-405 between I-10 and SR-90 will not have a significant effect on the environment. A Negative Declaration / Finding of No Significant Impact will be prepared.

Original Signed by Ronald Kosinski

October 28, 1999

RONALD KOSINSKI
Chief, Office of Environmental Planning
Caltrans, District 7

Date

Original Signed by William Reagan

October 28, 1999

WILLIAM REAGAN
Chief, Office of Project Development A
Caltrans, District 7

Date

9. Comments and Responses

Responses to comments made during the public review period will be summarized in this section.

At the Public Hearing, three handouts were given to those in attendance: the agenda (Caltrans Public Hearing), project details (Project Information Sheet), and questions and answers to common questions (Frequently Asked Questions). The Information Bulletin was sent from Caltrans District 7 Public Information Office to properties within 0.40 km (0.25 mile) of the freeway. Pictures from the Public Hearing illustrate some of the visual displays that were available for review, talking with concerned members of the public, and the presentation by Caltrans staff.

Section 9.1 contains a copy of the transcript from the public hearing held on December 9, 1999. Section 9.2 contains a summary of the comment cards from those who attended the public hearing and were not addressed at the public hearing. Section 9.3 contains copies of letters received during the public comment period and responses to those letters.

Additional comments / letters from the public were addressed to Caltrans Office of Project Development, and were responded to individually. A main concern expressed in these letters focused on the closure of Braddock Drive on-ramp (as proposed in Alternative 3b). In response to this concern, Modified Alternative 3ab was derived to retain the use of the Braddock Drive on-ramp. No additional issues were brought up that were not discussed in Section 9.3.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610



CALTRANS PUBLIC HEARING

December 9, 1999

6:30 - 8:30 PM

AGENDA

Project: Interstate 405 (San Diego Freeway) High Occupancy Vehicle (Carpool) project from State Route 90 (Marina Freeway) to Interstate 10 (Santa Monica Freeway) in Los Angeles County

6:30 Sign-In; Review Displays

6:50 Return Comment Cards

**Joe Brazile
Public Affairs**

7:00 Introduction

**Stephanie Sapper
Environmental Planning**

7:05 Project Presentation

**Chao Chen
Project Development**

7:20 Project Schedule

**Steve Novotny
Project Management**

7:25 Respond to Comment Cards

Caltrans

7:45 Closing Comments

**Stephanie Sapper
Environmental Planning**

7:50 Displays Available

8:30 End of Public Hearing



PROJECT INFORMATION SHEET

Interstate 405 HOV Lanes from State Route 90 to Interstate 10

PROJECT PURPOSE:

The California Department of Transportation (Caltrans) proposes to improve traffic conditions in Los Angeles County on the section of the San Diego Freeway [Interstate 405 (I-405)] between the Marina Freeway [State Route 90 (SR-90)] and the Santa Monica Freeway [Interstate 10 (I-10)], a distance of approximately 6.6 km (4.1 miles). The intended project will increase capacity on I-405, improve traffic flow, reduce energy consumption, reduce congestion and reduce the number of accidents.

PROPOSED PROJECT ALTERNATIVES:

No-Build Alternative (Alternative 1)

The No-Build Alternative would do nothing to improve the present and projected congestion, thereby leading to a progressive deterioration of Level of Service.

Minimum Width HOV Facility (Alternative 2)

This alternative would add two High Occupancy Vehicle (HOV) [commonly called Carpool] lanes on I-405, one in each direction and have a 2.8m (9 ft) minimal median. This was rejected because it contained numerous non-standard design features and therefore is not included as a viable alternative.

Ultimate Width HOV Facility (Alternative 3a)

This alternative would also add two HOV lanes on I-405, one in each direction, however, there would be a 7.4m (24 ft) median, and all features meet standard safety design requirements. The cost for this alternative is \$97.4 million.

Ultimate Width HOV Facility with Ramp Consolidation (Alternative 3b)

Alternative 3b includes the project as described in Alternative 3a, plus it proposes to consolidate several on and off-ramps at Sawtelle Boulevard and Braddock Boulevard to Culver Boulevard intersection. This alternative would cost \$99.7 million.

CURRENT SCHEDULE:

Environmental Document Approval in June 2000.

Construction to begin Winter 2003/2004.

Construction completion Spring 2007.

RETAINING AND SOUND WALLS:

Noise Engineers have conducted a comprehensive noise study of the properties adjacent to the project. Soundwalls will be included to mitigate future traffic noise. Retaining walls will receive an architectural treatment and soundwall materials will be chosen to compliment the retaining walls to blend into the neighborhoods.

11. How much delay will there be during the construction?
A Traffic Management Plan (TMP) will be developed to minimize delay and inconvenience to the public during the construction period. The TMP will include a public information program to inform the public of project progress and upcoming closures and detours.
12. When will the construction be done, during the day, at night, or both?
Construction will be done during both daytime and the nighttime. Daytime construction will be allowed behind a barrier, but there will not be any daytime lane closures.
13. What about the noise levels - during construction and after project completion?
The project contractor will be required to comply with all local noise level rules, regulations and ordinances as well as the State's Standard Specifications restricting noise levels. Noise levels between 9 p.m. and 6 a.m. shall not exceed noise level standards.
14. What about increased pollution, don't more lanes lead to more traffic?
Reduced congestion results in free traffic flow, which reduces pollution as vehicles operate more efficiently.
15. Who do we complain to during construction?
A Caltrans Resident Engineer (RE) will be responsible for managing the construction phase. The RE will have a local telephone number with 24-hour voice mail to answer concerns about the project. The name and phone number will be made available when the project is about to start.
16. What will the soundwalls and retaining walls look like?
The soundwalls will be chosen to compliment the retaining walls and to blend with the neighborhoods. The retaining walls will receive an architectural treatment to enhance their visual quality to blend into the neighborhoods. One of the purposes of this meeting is to get a consensus on the type of treatment preferred by the community (see sample boards).
17. What about graffiti removal, what/who will be responsible during and after construction?
During the project construction period, the contractor is responsible for graffiti removal. After completion of the project, the local Caltrans Maintenance crew will be responsible.
18. Can't you do something else other than tear up everything?
Alternative 1 is the "No-Build Alternative", however, this will not solve the traffic problem.
19. What is going to happen to the existing landscaping?
The majority of the existing landscaping will be removed for project construction; however, wherever possible, existing mature plantings will remain. In addition, replacement landscaping will be part of this project. There are *no rare or endangered plant or animal life* located within the project limits.
20. What is the replacement landscaping going to look like?
This project includes over \$1 million for replacement planting and irrigation. As the project proceeds through the design stage, Caltrans Landscape Architects will prepare the plans in conjunction with input from the local agencies and public meetings.
21. How do I know that my input will be considered?
All input (comment cards, court reporter transcript, etc.) will be included in the final environmental document and will help Caltrans and the Federal Highway Administration to make the final decision.

December 9, 1999



FREQUENTLY ASKED QUESTIONS

Interstate 405 HOV Lanes from State Route 90 to Interstate 10

1. Will my home be affected?
Some private property will need to be acquired for this project, but will be minimized as much as possible. Please refer to the aerial photo display for more details.
2. What is a "Part take"?
A part take is when Caltrans only requires a portion of the property for the project and may purchase only the part that is needed. The property owner will retain the portion that is not needed.
3. What determines how much I am paid? Does it matter if it is a full or a part take?
An appraisal is made of the subject property to determine the full market value. This appraisal process is followed whether the property acquired is a part take or a full take.
4. How long will this project take?
Construction is scheduled to begin Winter 2003 / 2004 and will take approximately three years.
5. What are the alternatives?
At this stage, there are two viable alternatives, Alternative 3a and 3b. Please refer to the Project Information Sheet for additional information.
6. Which Alternative are you (Caltrans) going to choose?
One purpose of this meeting is to obtain public input regarding this project. The final decision will be determined at the Final Environmental Document stage (June 2000).
7. Who decided this project is necessary? What data support the decision for this project?
Previous studies and models by the Los Angeles Regional Transportation System and the Southern California Association of Governments have determined the need for this project based on future predicted traffic volume demands and congestion relief needed for the regional system.
8. How much will it cost?
The project cost is estimated at \$97.4 million (Alternative 3a) or \$99.7 million (Alternative 3b).
9. What if and when will my "off- or on-ramp" be closed?
The temporary closure of any particular ramp has not been determined at this stage. This information will be available in the design stage, by the year 2001. When a ramp is closed, traffic will be detoured to get off or on at the next ramp. Two consecutive ramps will not be closed at the same time. All planned land / ramp closures in the district can be found on the following website (<http://www.dot.ca.gov/dist07/laneclosures/>).
10. Is this going to increase traffic in my neighborhood or street near the off- or on-ramps?
If Alternative 3a is chosen, local circulation of traffic will not be impacted after project construction. If Alternative 3b is chosen, there will be more traffic at Culver Boulevard but less traffic at Braddock Boulevard and Sawtelle Boulevard adjacent to I-405. To mitigate for the increase in traffic, Culver Boulevard will be realigned between Sawtelle Boulevard and Sepulveda Boulevard.

INFORMATION BULLETIN

Date December 3, 1999

SUBJECT **OPEN FORUM PUBLIC HEARING DECEMBER 9TH
6:30 P.M. / 8:30 P.M.**

PURPOSE The California Department of Transportation (Caltrans), District 7 is proposing to construct a northbound and southbound High Occupancy Vehicle (HOV) lanes on the San Diego Freeway (I-405) between the Santa Monica Freeway (I-10) and the Marina Freeway (State Route 90) in the cities of Los Angeles and Culver City. Generally these improvements will be accommodated in the existing Right-of-Way, but additional Right-of-Way will be required.

**WHY THIS
NOTICE** Caltrans has studied the effects that the project would have on the environment. The results of the study are contained in a report known as an Initial Study (IS) / Environmental Assessment (EA) which should lead to a Negative Declaration (ND) / Finding of No Significant Impact (FONSI).

**WHERE TO
COME**

**Veterans Memorial Auditorium
4117 Overland Avenue
Culver City, CA**

Your comments and questions regarding this proposed project will be addressed by Caltrans staff.

**WHO TO
CONTACT**

Individuals who require special accommodations (Accessible seating, American Sign Language interpreter, or non-english translations, etc.) should contact the Public Information Office of Caltrans at (213) 897-3656, between the hours of 8:00 a.m. – 5:00 p.m., Monday – Friday.



California Department of Transportation District 7
120 So. Spring Street
Los Angeles, CA 90012
<http://www.dot.ca.gov/dist07>



RIGHT-OF-WAY IMPACTS:

Total of 73 parcels are impacted by Alternative 3a (68 residential, 5 other)

Total of 72 parcels are impacted by Alternative 3b (67 residential, 5 other)

Partial property takings will be paid fair market value for this loss while families subject to displacement will be provided full relocation benefits per State and Federal laws. See a Right-of-Way Agent for specific details.

LANDSCAPING:

The majority of the existing landscaping will be removed, wherever possible existing mature plantings will remain. This project includes over \$1 million for replacement planting and irrigation. As the project proceeds through the design stage, Caltrans Landscape Architects will prepare the plans in conjunction with input from the local agencies and public meetings.

There are no rare or endangered plant or animal life with the project limits. The existing freeway plantings that are removed for construction will be replaced by appropriate plantings.

CONSTRUCTION AND TRAFFIC HANDLING:

A Caltrans Resident Engineer will be responsible for the administration of the construction project that will be completed by the private contractor who is the responsible low bidder. The Resident Engineer will have a local telephone number with 24-hour voice mail to answer concerns about the project. We are committed to answer all inquiries within the following 24 hours. The name and phone number will be made available when the project is about to start.

ENVIRONMENTAL DOCUMENT:

The environmental document and other relevant studies are available for review at the Caltrans District 7 office (120 South Spring Street, Los Angeles) on business days between 8:00 a.m. and 5:00 p.m. The document may also be reviewed at the Culver City Library (4975 Overland Avenue, Culver City) and at the Mar Vista Library (12006 Venice Boulevard, Los Angeles).

We will be pleased to answer any questions you may have with regard to this project. Please send your written comments by December 31, 1999 to:

Ronald J. Kosinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

December 9, 1999





9.1 Public Hearing Transcript

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BEFORE THE

DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA

**CERTIFIED
ORIGINAL**

CALTRANS PUBLIC HEARING

PARTIAL TRANSCRIPT OF PROCEEDINGS

December 9, 1999

7:00 P.M.

4117 Overland Avenue

Culver City, California

REPORTED BY:

Caroline Jetter,
CSR No. 11568
Our File No. 1-61712

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I N D E X

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INTRODUCTION
STEPHANIE SAPPER

PAGE

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PROJECT PRESENTATION
CHAO CHEN

3

PUBLIC STATEMENTS

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MS. SAPPER: We're about ready to begin if
you would please take a seat.

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Hello. My name is Stephanie Sapper. And
I'm an environmental planner with the environmental
planning branch of Caltrans. Thank you very much for
coming to our public meeting tonight.

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We are going to give a couple presentations
and tell you more about the project. We have a few
people here from Project Development and from
Right-of-way, from traffic, from HOV, which is high
occupancy vehicle or carpool, and I believe also from
noise study.

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Our first presenter tonight will be Chao
Chen, who's from Project Development. He'll be giving
about a 15-minute presentation, and please hold your
questions.

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MR. CHEN: Good evening. My name is Chao
Chen, C-h-a-o, C-h-e-n. I'm the design functional
manager for this project. What I try to accomplish
tonight is to give you an overview of this project and
present you different alternatives for how to relieve and
mitigate the worst freeway sectioning -- congested
section of Southern California, which is exactly our
project limit, the 405 Freeway from 90 Freeway all the
way to 10 Freeway.

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The 405 Freeway, as you know, is a major
south and north freeway in Southern California. In 1992,

1 Caltrans had a route concept report for 405 which we use
2 it as our master plan for future transportation system in
3 405 Freeway area.

4 That report identifies the 405 will require
5 a five with slow lane, five with regular lane, plus one
6 extra carpool lane in each direction.

7 Currently the carpool lane was finished all
8 the way from Irvine area in Orange County to 105 Freeway
9 and from 1 -- from 105 and from 101 all the way to San
10 Fernando Valley. The interchanges to get from 105 to
11 101, we have project under construction for southbound
12 carpool lane. That's from Wilshire to 101.

13 We have projects under design that's from
14 105 to 90 and then we have project under planning stage
15 which is this project and the next project between 10 and
16 Wilshire.

17 So we believe to continue the carpool lanes
18 throughout the region, the best solution to relieve the
19 traffic congestion is to build a carpool lane in this
20 section of the freeway.

21 When we've been assigned for this project,
22 we did develop three alternative. The first alternative
23 is do nothing. Personally, I don't think this is a good
24 alternative.

25 When I look at the 2015, the year 2015, the
26 year 2025 traffic number, it just -- the traffic just
27 getting worse and worse. If you don't do anything now,
28 we're going to regret that in the future. So we reject

1 that alternative.

2 The alternative 2, we call it a minimum
3 widening. The existing 405 is a -- the originally we
4 designed it for four regular lanes in each direction
5 because the traffic demand and we anticipate Olympic are
6 coming to town we restripe them to be a five regular lane
7 in each direction, which we reduce the length width from
8 12 foot to 11 foot and with minimal shoulder -- inside
9 shoulder.

10 So the minimal wide lane, the alternative
11 2, we cannot just keep that lane width, restripe for the
12 first lane to come a carpool lane and do the minimum
13 widening to the outside.

14 We reject this alternative because there's
15 too many no standard in this alternative, and we have a
16 plan to upgrade everything to standard. So in the
17 future, we have to come back to knock down the bridge
18 again, to knock down the retaining wall, the sound wall.

19 We have to buy more people's property that
20 the traffic are going to be disrupted twice. We don't
21 want to see that.

22 That's why we have this alternative 3,
23 which would design 12 feet inside shoulder, 12 foot
24 carpool lane, a four foot buffer between the carpool and
25 regular lane and five, 12-foot lane and some -- most of
26 the area we design for auxiliary lane, the term we use
27 for the lane exclusively for the on-ramp and immediately
28 exit ramp.

1 Of course we are going to relocate along
2 the sound wall. And where there's no sound wall
3 existing, we're going to build a sound wall as much as
4 possible. In this project we cover most of the
5 residential area.

6 And last year, when we finished our
7 preliminary and design, a plan for this alternative 3, we
8 present it to the city of Los Angeles and the city of
9 Culver City.

10 They really support this project. They
11 liked our plan. But when we sit down to talk to discuss
12 more, they told us wait a minute. We have a playa vista
13 development to the west of this project.

14 They told us this is the biggest housing
15 development in California history, and they're going to
16 generate a lot of traffic to the local street to the
17 freeway. The city of Los Angeles, they have planned to
18 accommodate this additional traffic.

19 They will widen Culver Boulevard from four
20 lane becomes six lanes to the city limits. That's just
21 west of Sawtelle Boulevard. And Culver City they have
22 conceptual plan to pick it up from there and redo their
23 Culver Boulevard all the way to east of Sepulveda
24 Boulevard will become four lane to six lane.

25 So they told us is that possible you can
26 consolidate all the ramps in this area especially those
27 ramps to Sawtelle and from Braddock, those ramps are in
28 residential area. They really don't want an additional

1 traffic. Those -- the residential area is disturb their
2 residence. And that's why we went back to our drawing
3 boards.

4 We look at the situation. We do our 2025
5 traffic projected number, Playa Vista development. The
6 alternative freeway, the 3-B, will include to build a new
7 on-ramp, a new off-ramp northbound the ramp will come
8 back to the Culver Boulevard and a southbound on-ramp
9 from Sawtelle Boulevard, which is not far away north of
10 Culver and relocate the existing off-ramp to Sawtelle and
11 bring existing on-ramp from Culver Boulevard north to the
12 south road.

13 If you live in that area, you know what I'm
14 talking about.

15 And in Culver Boulevard that's a -- that's
16 a problem. That's a nice greenbelt in the median. We
17 will relocate them, and we will replace them in kind
18 which you don't lose your bike path, you don't lose your
19 ped walk (phonetic) or the green area will be equal or a
20 little less, but it still would be useful limit.

21 But the trade-off is we have to remove the
22 off-ramp to Sawtelle, remove the on-ramp to Sawtelle
23 northbound, and we have to remove the on-ramp from
24 Braddock. I understand there will be inconvenience for
25 some people and that would benefit lot of the residents
26 in this area because we would not have additional traffic
27 through your residential area.

28 When we presented this alternative 3-B to

1 city of Los Angeles and city of Culver City, they wrote
2 us a letter. They support it 100 percent. But the
3 question here would like to present it to you. We want
4 to listen to you and let you make a decision.

5 You can come make a comment on this
6 alternative. We will answer that. We would address it
7 in our final environmental document.

8 This will conclude my presentation today,
9 and hopefully it will answer most of your questions.

10 Thank you.

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1 ROSEANN BACCA AND RICHARD BACCA

2 ROSEANN BACCA: My name is Roseann Bacca.

3 And I received this letter from the Caltrans people, and
4 I'd like to know why there was no mention of the closure
5 of the freeway on-ramps and an off-ramp which we are
6 very, very concerned about.

7 If they're going to be widening the
8 freeway, we need more on-ramps not closing the three that
9 we use so much right now.

10 I would also like to know if they're
11 planning on a traffic flow survey in the mornings and in
12 the evenings to see how much those ramps are used right
13 now without any thought of closing them. That's my main
14 concern.

15 RICHARD BACCA: It's the same deal we've
16 got here.

17 ROSEANN BACCA: We just feel they're really
18 not informing the public that they have intentions of
19 closing those -- I think it's two on-ramps and an
20 off-ramp.

21 Everywhere you go, any article, they never
22 ever mention that. And that's really important to us to
23 be able to get to where we're going.

24 And every sheet of information, all of
25 these, none of these say anything about the closing of
26 those ramps. And I know that they're planning on doing
27 it because we heard it at the meeting at Culver City.

28 Just so that's on and that we would like to

1 see it in the future things that other people -- they
2 would be interested in coming if they knew that those
3 things were going to be closed in our neighborhood
4 because really we're not that, you know, as much affected
5 by other things as we are by that. That is really bad
6 for us.

7 I waited five minutes to get on that
8 freeway ramp this morning. I was backed up all the way
9 down to Braddock. And I don't know. These people don't
10 live around here. They don't use those ramps.

11 Thank you very much.

12 RICHARD BACCA: Another thing is it isn't
13 just us that are concerned. A lot of our neighbors are
14 concerned and people who live -- and use those ramps.

15

16 DEEBA S. HARGIS

17 DEEBA HARGIS: Why is there no sound wall
18 between the existing sound wall at -- starting at the 90
19 and 405 extending south beyond the southbound 405
20 Centinela exit on the east side of the freeway, and would
21 Caltrans consider adding this enhancement as part of the
22 H.O.V. I would like a response from Caltrans.

23

24 KEITH KAWAMOTO

25 KEITH KAWAMOTO: Keith Kawamoto. And I
26 guess basically it's -- I'll make it as a statement. All
27 right. There is a -- an exemption that -- that protects
28 a resident from capital gains tax if they sell their

1 primary residence and turn over the proceeds within a
2 given length of time. I believe it's two years.

3 And what I am wondering is if this has been
4 addressed is that those of us that are being displaced by
5 the Caltrans project are doing so not of their own choice
6 and basically at a time that perhaps that may be years
7 before they had intended to sell their property.

8 For example, if an individual is waiting
9 until their retirement in order to take the exemption of
10 capital gains tax, I wonder if there's been any thought
11 to reimbursing or making up for the loss of the
12 exemption, you know, when we want.

13 Basically I guess what I'm saying is that I
14 had no intention of moving, like, for maybe 20 or 30
15 years or whatever. And I'm being forced to do so now.
16 Now I intend to take advantage of the capital gains tax.
17 And later on, because I'll be forced to use it now, say,
18 when I retire, I won't be entitled to it. So in other
19 words, I'll be deprived of it.

20 So I'm just wondering if Caltrans has given
21 any thought to making any provisions or reimbursement to
22 the residents who are being displaced.

23

24 ABRAHAM HUNDEPOOL

25 ABRAHAM HUNDEPOOL: If the current
26 configuration of the freeway lanes are 11 feet and
27 there's a working situation, why couldn't the plans be
28 incorporated for the lanes to reflect 11 feet instead of

1 going up to 12 feet again? That's it.

2

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KEITH KAWAMOTO

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NANCY MC MILLAN

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KEITH KAWAMOTO: And speaking to this gentleman just gave me an additional thought. The exemption to the capital gains tax is limited to only once in a lifetime and so that's why I'm saying by being forced to use it now against -- you know, being brought out against our will we will be deprived of it later when we want to retire or whatever. So I just wanted to emphasize that it's only once in a lifetime.

NANCY MC MILLAN: My name is Nancy Mc Millan. I want to review the decision to make no light-rail instead of a I.O.V. -- H.O.V. Whatever. It's an H.O.V. that they're putting in. They could have a lot more use out of a light-rail if only the light-rail would go someplace.

And if you could intersect things the way it is now, you can just route -- then you don't have enough states -- other cities have light-rail, and it works, and it would be much nicer than disrupting old neighborhoods anyway. They wouldn't even have to have that much more. They would -- they're fun to use. So just reconsider.

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MARK JABLONSKI

MARK JABLONSKI: My name is Mark Jablonski. My concern is that the sound from the additional traffic is going to come through. If we could have the sound walls raised higher as a trade-off for this whole construction process happening that we're going to have to live through the construction process that it might actually then be better for the houses that are not lost. That's basically it.

ABRAHAM HUNDEPOOL

ABRAHAM HUNDEPOOL: Abraham Hundepool. I object to the narrowing of Berryman Avenue in -- at the site where you will take away properties to be in the 4900 block. That's it.

MELANIE HALBACH

MELANIE HALBACH: Melanie Halbach. My concerns with the 3-A and 3-B proposal are that "A" an off-ramp sound wall is built being that my house would be one property away from the sound wall.

Currently having the off-ramp only being three houses away, there is a lot of noise pollution with cars stopping, squeaky brakes, car radios, et cetera.

I'm troubled and concerned because as 3-B is stated that there will be an oncoming on-ramp as well as outgoing off-ramp and the traffic compounded with the expansion of Culver Boulevard will be greatly escalated,

1 number 1.

2 In the proposal for 3-A, the sound wall is
3 not proposed to actually go down the off-ramp. I would
4 like to have that on record that I would like to have the
5 sound wall with the proposal of 3-A to go all the way
6 down the off and on-ramps because of our neighborhood.
7 It's a cul-de-sac. And therefore, you know, we get all
8 that noise.

9 I guess I'm disappointed in the city of
10 Culver City for giving their blessing or their approval
11 for these proposals 3-A and 3-B without any type of civic
12 or city council meetings or anything like that. I feel
13 as if Culver City has just taken this -- these
14 propositions that Caltrans has put forth and accepted
15 them on our behalf without really going into the
16 community and discussing at a community level.

17 I too am an arborist, and I know that many
18 of the trees are going to be lost along with this
19 expansion. Our street has a lot of beautiful green
20 foliage, and I would like to see as much of it remain as
21 possible. And that's it. Thank you.

22

23 CYNTHIA ALCALA

24 CYNTHIA ALCALA: Cynthia Alcala. I think
25 my main concern like others is the concern about our
26 property values and what it's going to do to us as
27 property owners.

28 We're a new buyer neighborhood, and we paid

1 a significant amount of money for our home, and now that
2 that is happening, we're going to lose a lot of property
3 value. Therefore, we can't sell our home for what we
4 paid for it. And prior to this project, I'm sure our
5 home value is elevating. And after this happens, this
6 will decrease and deplete. And we're going to suffer.

7 And we need to find out if there's going to
8 be some kind of a resource that we can get compensated
9 for those lost property values, if we're going to get
10 paid for that somehow through some part of this because
11 of this project. Maybe the project can give us a
12 lump -- give out the money for us property owners.

13

14

BOB THAYER

15 BOB THAYER: I'm concerned with properties
16 who are not being condemned or purchased by Caltrans but
17 are going to lose value because of the freeway expansion.
18 To my understanding, Caltrans doesn't have any way to
19 compensate people who may lose a good portion of their
20 property value just because the freeway's been moved
21 closer to their house. That's it.

22

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3 STATE OF CALIFORNIA)
4)
5) ss.
6

7 I, CAROLINE JETTER, CSR 11568, a Certified
8 Shorthand Reporter in and for the state of California, do
9 hereby certify:

10 That the foregoing proceeding was taken
11 down by me in shorthand at the time and place named
12 therein and was thereafter reduced to typewriting under
13 my supervision; that this transcript is a record of the
14 testimony given by the witnesses and contains a record of
15 the proceedings which took place at the time and place
16 set forth in the caption thereto.

17 I further certify that I have no interest
18 in the event of the action.

19 EXECUTED this 23rd day of December
20 1999.

21 
22 Caroline Jetter, CSR
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BEFORE THE
DEPARTMENT OF TRANSPORTATION
STATE OF CALIFORNIA

**CERTIFIED
ORIGINAL**

CALTRANS PUBLIC HEARING
PARTIAL TRANSCRIPT OF PROCEEDINGS
December 9, 1999
7:00 p.m.
4117 Overland Avenue
Culver City, California

REPORTED BY:
Katherine Gale,
CSR 9793
Our File No. 1-61568

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I N D E X

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1 PRESENTATION

2 * * * * *

3 MS. SAPPER: Thank you. The next
4 speaker will be Steve Novotny from project management
5 to talk about the scheduling of the project.

6 MR. NOVOTNY: Hi. How is everyone
7 doing tonight? I'm Steve Novotny from the Caltrans
8 project management division to tell you a little bit
9 of information about the project cost and schedule.

10 Currently this project was programmed
11 by the MTA in the 1998 state transportation
12 improvement plan and is currently fully funded. The
13 funding is completely from gasoline taxes.

14 The total construction cost for
15 alternative 3A is 97.4 million and for alternative 3B
16 is 99.7 million. Currently the project is in the
17 project report and environmental document phase which
18 is scheduled for completion in June of 2000. The
19 right of way appraisal process is scheduled to begin
20 in early 2001 and then finish up in early 2003.

21 The construction schedule for the
22 project is for -- to begin in the winter of 2003 and
23 4 and then to be completed by spring of 2007 for
24 a duration of just over three years.

25 MS. SAPPER: At this time if there's
26 any elected officials or people from their offices
27 who would like to be recognized at this time if you
28 could please stand up and identify yourself.

1 I know that there's officials from the
2 City of Culver City and Los Angeles as well as from
3 MTA, and we appreciate your coming out and supporting
4 yourself in the project.

5 At this time we would like to respond
6 to some of the comment cards that we have received up
7 at the front. Just to let you know that all comment
8 cards either that are being addressed right now or in
9 the back will become part of the official record as
10 well as the two court reporters who are here. This
11 will all be incorporated into public record. A third
12 way is to also write a letter, which is indicated in
13 the handout.

14 At this time we have a couple of
15 questions that we will answer.

16 The first one. Okay. This is a
17 question from Letha Kemper. Because the court
18 reporter is here, we'll be spelling your names.
19 L-e-t-h-a K-e-m-p-e-r.

20 And the question is,

21 "Why is the project only
22 to route 90? Why not to the
23 airport?"

23 I believe maybe somebody from HOV could
24 be able to answer it. Actually, if some of the
25 Caltrans staff could come up here just so that will
26 be a little bit easier to answer the questions. I
27 would also like to remind you, please spell your name
28 for the court reporters.

1 MR. NOVOTNY: For the segment from the
2 105 to the 90 we do have another project coming up
3 which will actually be built before the 90 to 10
4 segment.

5 On that one we anticipate construction
6 to start in August of 2001 and go for about two and a
7 half years. So that will complete the gap with the
8 facilities down to the south so that way it will be
9 continuous all the way from Route 10 down to Irvine.

10 MS. YEE: Hi. I'm Susan Yee. I'm the
11 traffic -- hi. I'm Susan Yee. I'm the Caltrans
12 management branch. If you have any traffic
13 questions, you can come to see me later on. Thank
14 you.

15 MR. WANG: My name is David Wang. I'm
16 with HOV operations.

17 Pretty much Steve answered your
18 question for the Route 90 to Century Boulevard, and
19 there's another project going on right now. So it's
20 in the design phase.

21 MS. SAPPER: The next question is from
22 Victoria Buschor, V-i-c-t-o-r-i-a B-u-s-c-h-o-r.

23 "We are interested in the
24 quality of the air. We are
25 located on the east side of the
26 405. Because the winds usually
27 come from the west, how do the
28 sound walls affect the air flow?
Will we be subject to air pockets
which will trap exhaust fumes?"

I think maybe somebody from the noise

1 section might be able to answer.

2 MR. KOZINSKY: Basically the situation
3 with air quality is that the emissions generally rise
4 from the freeway. The sound walls will kind of keep
5 that -- those air movements relatively confined --
6 relatively confined to the freeway right of way.

7 There is some spillover effect. It
8 depends on the prevailing winds. But generally the
9 air pollution coming from the vehicles goes up and
10 then the prevailing wind carries them out towards
11 Riverside County, hopefully.

12 THE REPORTER: What was his name?

13 MS. SAPPER: His name is Ron Kozinsky.

14 MR. KOZINSKY: I'm sorry.

15 MS. SAPPER: The next question is from
16 Frances Talbott-White, F-r-a-n-c-e-s
17 T-a-l-b-o-t-t-W-h-i-t-e.

18 "Your information bulletin dated
19 12-3-99 makes it appear that the FONZI is a foregone
20 conclusion. How can this be?"

21 I can answer that. I'm Stephanie from
22 environmental planning.

23 The final environmental document takes
24 into account the information that we receive at this
25 meeting, and we figure out what exactly will be the
26 impacts and if we can mitigate those impacts.

27 If there's -- if we can mitigate to a
28 level of non significance, then the final

1 environmental document will be a negative declaration
2 FONZI for finding of no significant impact.

3 At this time we're still in the process
4 of determining what the final environmental document
5 will be, but at this point in time we're leaning
6 towards ending FONZI. But it's not a foregone
7 conclusion at this time.

8 The next question is from Sharon
9 Sullivan; S-h-a-r-o-n, Sullivan, S-u-l-l-i-v-a-n.

10 "Understand that the
11 original purpose of expansion was
12 a result of proposed extension of
13 the I-90 Marina Freeway which is
14 not being pursued. I'm very
15 distressed to learn of the
16 construction only four months
17 after I bought property for my
18 retirement. Would prefer
19 alternative one or two, opposed
20 to three."

21 If somebody would maybe like to talk
22 about the extension of the 90 Freeway. Maybe that --
23 we'll make sure that's included in the record.

24 The next comment is from Bill Becker,
25 B-i-l-l, Becker, B-e-c-k-e-r.

26 "Will there be sound wall
27 treatment for the overpass over
28 Culver Boulevard to decrease
noise especially westward near
Sawtelle and Culver and beyond?"

So if someone would like to talk about
the sound wall treatments.

MR. ROLLER: The sound wall treatments
themselves are a part of the esthetic -- new esthetic
design, and they were out in cooperation with the

1 city itself.

2 As far as the practicality in the
3 reduction of the sound walls, reduction of noise for
4 the use of the sound walls, depending on the
5 structural integrity or rather the structural design
6 of the bridges, they would have to be sent to our
7 structure section, all the sound wall proposals in
8 Sacramento to calculate it out and make sure that it
9 will work on the bridge structure.

10 Otherwise all recommended sound walls
11 whether they're on the edge of travel way or on the
12 bridge structure, will be taken into high
13 consideration for the residents nearby.

14 My name is Gary Roller. I'm with the
15 noise investigation section, environmental
16 engineering.

17 MR. BECKER: I'm the questioner. Am I
18 allowed to ask follow-up?

19 I looked at the --

20 MR. ROLLER: I'd be happy to answer
21 questions later.

22 MS. SAPPER: The next question is from
23 Greg Kinsey, G-r-e-g, Kinsey, K-i-n-s-e-y. A
24 two-part question.

25 "When was this plan first
26 made public?"

27 I can answer that part.

28 Back in June of 1998 as part of scoping

1 for our environmental document we published an ad in
2 the newspaper -- actually in six newspapers that
3 surround the community to get input from the public
4 to let them know.

5 The second part of the question:

6 "The 405 Freeway is only
7 four lanes south of the 90. How
8 will increasing the number of
9 lanes improve the bottleneck down
to four? Five lanes merging into
four will be worse than if it
becomes six lanes into four."

10 Possibly someone from project
11 development or traffic.

12 MS. YEE: I understand a lot of people
13 are concerned about bottlenecks. I'm a traffic
14 engineer. I'm concerned about it too. But currently
15 because of the funding issue south of the project,
16 south of the Route 90 won't be a full widening like
17 this one.

18 This one is complete widening, but the
19 other project will be using the center median and
20 restripe it only so because of funding issues.

21 Susan Yee, Y-e-e.

22 MS. SAPPER: One more question while,
23 Susan, you're up here. This one is from Frances
24 Talbott-White.

25 "What is the usage level
26 on the existing HOVs?"

27 MR. WANG: My name is David Wang,
28 again, with HOV operations. The current usage for

1 HOV lane, it varies from route to route. Like the
2 405, for instance, the peak hour volume in the
3 morning and afternoon -- that represents, let's say,
4 from 6:30 to 8:30 in the morning, roughly from 4:30
5 to 7:00 in the afternoon -- it would go as high as
6 1,500 vehicles per hour per lane and according to our
7 manual count and the electronic monitoring stations
8 there.

9 Of course you know it varies from route
10 to route. And like the Route 10 requires three or
11 more people per vehicle to qualify for carpool, and
12 but still that goes as high as 1,200 vehicles per
13 hour. Thank you.

14 MS. SAPPER: The next question is from
15 Mike Balkman, M-i-k-e B-a-l-k-m-a-n.

16 "How can you find the
17 negative declaration no
18 significant impact? You are
19 impacting homes and businesses.
20 Are the people whom you affect
21 insignificant? At the first
22 meeting Caltrans said that they
23 would discuss options with the
24 public prior to deciding how to
25 do this."

26 MR. KOZINSKY: Again, I'm Ron Kozinsky.

27 Every time you take a house, that
28 person, that taking is a significant impact, can
29 serve a significant impact on their lives, and we
30 certainly understand that. And this project does
31 have property takings and, again, those individuals
32 are going to personally feel a great loss from this

1 impact.

2 However, what we looked at are general
3 thresholds of significance. And I think you have to
4 acknowledge that in an urban area of Los Angeles with
5 the millions and millions of people and the hundreds
6 and thousands of millions of houses that the loss of
7 a relatively small number of houses and businesses
8 even though they are significant to those individuals
9 are not overall a large significant loss to the
10 Southern California basin. So that's kind of how we
11 make those reads or those judgments.

12 But again, one of the reasons we're
13 here today is to listen to you and hear what you have
14 to say about these issues, and maybe we'll change our
15 mind based on some of the inputs we're getting here
16 today.

17 In terms of these alternatives, while
18 the engineering staff does have some preferences on
19 alternatives, we are here to hear from you. That's
20 the main reason we're here.

21 Maybe you'll have some additional
22 ideas. Maybe here today at the meeting or afterwards
23 you will write those to us or convey them in another
24 form, through calls or something like that or maybe
25 through your elected officials or city officials.
26 And we'll get that information from Culver City
27 and/or Los Angeles and change or alter the project
28 that we're recommending or change the alternatives.

1 So no decision has been made on the
2 project. We're not legally able to make the decision
3 until after we've had these public hearings, after
4 we've had full disclosure of the impacts, until after
5 we've had everybody's input.

6 And I encourage you to continue to
7 comment. I think the end of comment period is the
8 31st of December. So if there's something you forget
9 after the meeting here and you think about it over
10 the next couple of weeks, please send that to us, and
11 we'll certainly consider all of that information.

12 MS. SAPPER: We have time for a few
13 more comment cards.

14 The next is from Paul Glaess, P-a-u-l
15 G-l-a-e-s-s. It's a three-part question.

16 No. 1,

17 "How will the HOV lanes
18 end, turn into regular lanes or
19 merge? Why only one lane? Is
20 this really going to be enough in
21 2007? And how much time will I
22 save -- how much time will I lose
23 during the construction?"

24 MR. CHEN: Again, my name is Chao Chen.
25 I'm going to answer the three questions here. Let me
26 repeat it. The first one is:

27 "How will the HOV lanes
28 end, turn into regular lanes or
merge?"

Usually we have our standard how to
taper or how to merge the HOV into the regular lanes.
That's, you know, in our standard. But in this

1 particular project I think to down south from 90 to
2 105, that project will be completed before this
3 project, so we don't have that problem to the south.

4 To the north the project construction
5 will happen simultaneously with this one. It's a
6 design issue. How do we connect these two projects
7 together? We'll continue to work on that once we get
8 into our design stage.

9 No. 2:

10 "Why only one lane? Is
11 that really going to be enough in
12 2007?"

12 The one-lane carpool lane, like I
13 mentioned earlier, it's called for in the 405 route
14 concept report.

15 "Is it going to be enough
16 in 2007?"

17 Our study -- it depends how you look at
18 it. It wouldn't worsen than now. The traffic would
19 never be enough to handle the -- we would never go
20 back to 1960 when the freeway were just opened.
21 Certain congestion will still exist when that -- you
22 know, when we finish the construction.

23 Why we -- do we have plans to do one
24 more carpool lane in the future? Understand, we have
25 a draft route concept report right now that calls for
26 two carpool lanes in each direction.

27 How do we accommodate that in the
28 future, I would say maybe 20, 30 years later? That's

1 the reason we have the extra wide median in this
2 project.

3 Our standard is 10 feet, and we
4 designed 12 feet in this project as to accommodate in
5 the future maybe an elevated carpool lane. That will
6 be good enough room for cars for double deck.

7 "How much time would I
8 save versus how much time will I
lose during the construction?"

9 We don't expect any additional delay
10 during construction because we're going to restripe
11 them to be exactly the same number of the regular
12 lanes during construction. So we don't expect any
13 additional delay.

14 Thank you.

15 MS. SAPPER: The next comment is from
16 Robin Turner, R-o-b-i-n T-u-r-n-e-r.

17 "As an archeologist that works on
18 federal, state, county, city and local agencies and a
19 former Culver City planning commissioner, I'd like to
20 remind you that you will need to consider archeology
21 in this project.

22 "The project is adjacent
23 to many known prehistoric and
24 historic sites. Please check
25 with the SHIPO, which is state
26 and store conservation office,
and/or UCLA for impact issues.
Also sound walls during
construction is a must for this
project. Thank you."

27 I can answer that one. In the draft
28 environmental document which has been completed for

1 this project and it's available for review in two
2 libraries, as you can see in the handout, we have
3 done an archaeology study, and there's been a finding
4 that there's no archeological sites in the APE or the
5 area of potential effect. And we did check with the
6 UCLA inventory.

7 The next question would be from
8 Cheryl Lewis, C-h-e-r-y-l, Lewis, L-e-w-i-s.

9 "Are the walls built
10 before beginning construction to
11 minimize disturbance to
12 residents? If not, when are
13 walls built: At the same time?
14 Immediately after? Or 10 years
15 after?"

16 MR. KOZINSKY: Certainly not 10 years
17 after. That's certainly not good environmental
18 planning. What we try to do and what our job in
19 environmental planning is to get these walls in as
20 quickly as possible, so they should be one of the
21 first orders of work if the people here are
22 continuing to write to us and encourage us to build
23 the walls early.

24 There are some situations where
25 feasibility makes it difficult to do that first, so
26 maybe it's early in the process. So I'm going to
27 check with my engineer and go out on a limb and say
28 there would be no lanes open for freeway use until
29 all the sound walls are up.

30 If I'm wrong on that, please let me
31 know.

1 That's true; right?

2 MS. SAPPER: And the next comment card
3 is from Gloria Sondheim, G-l-o-r-i-a, Sondheim,
4 S-o-n-d-h-e-i-m.

5 "What percentage of cars
6 using the 405 going south are
7 going further than the 90? And
8 in reverse, what percentage of
9 cars going north will go past the
10 10?"

11 MS. YEE: The projected year 2025
12 traffic volume before the Route 10 is -- average
13 daily traffic volume is 193,750 cars per day. And
14 the peek hour -- A.M. peek hour is 11,000, P.M.; is
15 15,000.

16 After going northbound after Route 10
17 it's about 12,000 only. And going southbound before
18 the 90 it's about 14,000, after 90 it's about --
19 about 12,000 also.

20 MS. SAPPER: Okay. This question's
21 from Stacy Brown, S-t-a-c-y, Brown, B-r-o-w-n.

22 "Follow-up to another
23 attendee's question about HOV
24 usage, for comparison what is the
25 non HOV usage on the same section
26 of the 405? What percentage of
27 total usage does the HOV usage
28 represent?"

29 MS. YEE: On average if it's a mixed
30 flow lanes, the capacity of this section of the
31 freeway can carry approximately 2,000 vehicles per
32 hour per lane. With HOV lanes usually it can carry
33 approximately 1,500 vehicles per hour per lane.

1 MS. SAPPER: The next question is from
2 Richard Harris, R-i-c-h-a-r-d, Harris, H-a-r-r-i-s.

3 "My property is scheduled
4 for partial take. The rest of
5 the homes on the block are full
6 take. I would like you to
7 reconsider and take my whole
8 property.

9 "I plan to sell in 2001
10 and would propose project by
11 property value would be
12 drastically lowered by being the
13 only one left standing on the
14 street."

15 MS. POWELL: My name is Almeta Powell,
16 A-l-m-e-t-a, Powell, P-o-w-e-l-l, and I'm with the
17 right of way department. And this is a property
18 question, and this kind of question comes up quite
19 often.

20 What we do is we take it on a
21 case-by-case basis to see what kind of impact our
22 freeway has on your property. And if it's a major
23 impact on your property, then we will take a look at
24 it and see if possibly it can be a full take.

25 But on our major taking at first will
26 be a part taking, and usually when the appraiser
27 comes, he'll look at it as part take. But if the
28 property is extremely damaged, then we will go to a
full take. So it's a case-by-case basis. Okay?

MS. SAPPER: I believe we have time for
two more questions here.

The first is from Albert Peschel,
A-l-b-e-r-t P-e-s-c-h-e-l.

1 "What are you going to do
2 about the vibration from the
3 trucks and cars on the 405?"

4 MR. KOZINSKY: Now, this is a very
5 popular question. I think we've heard it before, and
6 I wish I had some good news for you. The vibrations
7 that come from the cars and trucks, there's
8 truthfully not a lot that Caltrans can do about it.

9 When we put the sound walls in we're
10 going to put some footings in there that go in pretty
11 deep. This should help get some of the surface
12 vibrations reduced. And that's basically all we can
13 do about vibration.

14 We have this problem in a variety of
15 areas where we have some deep aquifer kind of
16 soils -- alluvial bend kind of soils, I'm sorry.
17 They have that in Downey also. And I'm afraid
18 there's just not much we can do about that other than
19 build walls and hope that the footing dissipates some
20 of that vibration.

21 MS. SAPPER: And the last question from
22 the comment cards is from Stacy Brown, S-t-a-c-y,
23 Brown, B-r-o-w-n.

24 "Increasing freeway size
25 and capacity results in
26 encouraging additional use and
27 growth. We need to reduce load,
28 not just increase capacity of
29 freeways.

30 "A preferred option not
31 mentioned here before thinking
32 about widening the 405: We
33 should first dedicate the
34 existing lanes HOV use and
35 concurrently improve and expand

1 functional public transportation.
2 How was this option studied?"

3 MR. KOZINSKY: Unfortunately we tried
4 this one time on the Santa Monica Freeway, and it was
5 met with a lot of unpopular opinions. So the State
6 of California has made a clear policy from the
7 governor on down that we're not going to be taking
8 away any lanes from any freeways to put HOV lanes in.
9 So that's the situation with those lanes.

10 With the growth inducing issue we do
11 have a write-up in the environmental document that
12 talks about growth inducement, and it is a set
13 product of our urban environment, and that is that
14 the more affluent we get, the more we drive, the more
15 we're depending on our cars, especially here in
16 autotopia which is the lovely land of Southern
17 California. We don't have a great transportation
18 system -- transit system. We have a great
19 transportation system but not a great transit system.

20 And we do encourage people to take
21 carpools and buses. The carpool lanes will be
22 available for buses, for van pools. Our concept is
23 that we can't build our way out of the growth in
24 traffic, and the traffic growth is going up faster
25 than overall growth in the area.

26 We can't build our way out, but by
27 putting these carpool lanes in, we are encouraging
28 people who are stuck in traffic to pair up with

1 somebody else, get in the van, get in the carpool,
2 get in a bus and sit by all those cars that are
3 parked out there. So that's the concept we're
4 following. Hopefully you will help us, cooperate in
5 making sure that's a success.

6 MS. SAPPER: I'm afraid that we have a
7 lot of comment cards and that we just don't have the
8 time to answer them all at this point in time.

9 What we are going to do is take a
10 couple of public -- people who want to make comments
11 publicly and starting with Laura Stuart, and then
12 we're going to break this back up into our informal
13 process that you can meet with us individually and
14 look at the maps and talk about this. We'll stay
15 here as long as you want.

16 All the comment cards will be
17 individually addressed. We'll send back comments to
18 you, responses to you in writing. They will be part
19 of the public record as we mentioned. And we thank
20 you for your attention and very polite behavior
21 tonight.

22 So Laura.

23 MS. STUART: Hi. You all are my
24 neighbors, and when I came here tonight I was a
25 little surprised that they were not going to let any
26 of us speak. So that's how I got pushy enough to get
27 up here.

28 I'm one of the few people that actually

1 got this initial study because I sent in something
2 two years ago and finally after lots of screaming and
3 yelling got it.

4 I don't know if any of you looked at
5 it, but I think my main concern is that basically a
6 lot of the information in this report is on old
7 statistics.

8 They're talking about -- there's a part
9 in here where they were talking about when they take
10 your property there's plenty of housing and plenty of
11 places for people to move in Culver City.

12 Unfortunately they're basing these
13 statistics on 1990 census information, and I think
14 that we all know that that's changed a lot since
15 1990.

16 I think that their sound decibel impact
17 is flawed. I think that it's not based on what truly
18 can harm us, especially these low level sounds.

19 They -- I talked to Richard Markus, and
20 he said, oh, they're going to be putting up all these
21 sound walls except, you know, the first thing I see
22 is this noise table where they say that the sound
23 walls at Slauson and Port is just fine and there will
24 be no mitigation.

25 So we all know this is Caltrans.
26 They're going to do what they want to do. So I think
27 as a neighborhood what we have to do is ensure that
28 we get adequate protection from the noise and the

1 pollution and the impact this is going to have on our
2 homes and the value of our homes.

3 And I think as a group -- that's why I
4 wanted to tell you -- I think the report is flawed,
5 but I don't think there's anything we can do about it
6 except to stand up here and keep saying you must
7 mitigate the damage that you're doing to our
8 neighborhood.

9 Caltrans didn't do that when they put
10 the freeway through initially, but I think they
11 should do it now. That's why I wanted to get up and
12 tell to you to fight for your rights.

13 MR. KOZINKSY: Thank you very much.
14 And I mean that sincerely. Because what we have is a
15 draft environmental document. And why we call it a
16 draft is because some number of months ago we started
17 this process, got input from the community, and we
18 are now at this draft stage.

19 And if you went to school, you remember
20 sometimes you gave drafts to your professors or to
21 your teachers, and they marked it all up and came
22 back with all kinds of comments and suggestions and
23 ways of improving that document.

24 That's why we're here today. We're
25 here for the public. Because it's your neighborhood,
26 it's not our neighborhood, it's your neighborhood
27 that we're dealing with.

28 We're bureaucrats from Los Angeles. We

1 work at downtown L.A., and then people live all over
2 the basin. We don't know your community as well as
3 you know your community, clearly, so why we're here
4 is to get the input and make sure that the document
5 reflects what the community thinks.

6 And we alter the final document which
7 is going to be out in three or four months to reflect
8 what the people here are saying. So keep that in
9 mind. And I think it's a very good comment.

10 Does anybody else -- would anybody else
11 like to come up and speak right now?

12 UNIDENTIFIED SPEAKER: But I have some
13 questions.

14 MR. KOZINKSY: I know there's more
15 questions, but is there anybody else that would like
16 to come up and make a statement? We are going to
17 answer all the questions. We're going to send
18 questions back to everybody. So come on, come on.
19 And please give your name first.

20 We're going to take some of these, and
21 then we're going to break into our informal process.
22 And I'd like to also encourage you if you give us
23 those comments cards, those comment cards are going
24 to be addressed. They're going to be right in this
25 report.

26 And we have two court reporters here,
27 and their job here also is to take transcript. But
28 also as the meeting breaks up you can go to them

1 individually and give statements to them for the
2 record. So keep that in mind also.

3 MS. BERO: I'm Betty Bero (phonetic).
4 I live on Tuller cul-de-sac. Our whole row of houses
5 are being taken, impacted, and the way we saw nothing
6 in the newspapers, knew nothing about this project
7 until this past April.

8 And I was in my front bedroom, and I
9 saw two women in front of the house taking pictures.
10 And I went out and asked what they were doing. They
11 said they were from Caltrans. They were putting in
12 the HOV lanes, and they were widening the freeway.

13 And my first comment was thank God.
14 Maybe we'll get a sound wall now because we're 30
15 feet from the 10 lanes of freeway and we do not have
16 a sound wall. They said there wasn't enough noise
17 for the sound wall.

18 And she said, "Well, you may not need a
19 sound wall because we're going to take your house."
20 And so I mean, you know, that was how we were
21 informed about this widening.

22 But what I want to know is how -- when
23 are we going to be notified that they're going to
24 take our house? How -- do we have the option of an
25 early buyout?

26 We're all older, our health is not that
27 good. And we can't sit and wait month after month
28 after month until you decide you're going to take the

1 house.

2 And they said at the last meeting that
3 they were going to take the houses and build the
4 sound walls before they started any work on the
5 freeway. So does that -- that doesn't take us to
6 20 -- 2003.

7 Does anybody have any idea when they're
8 going to come through and start buying the houses?

9 MS. POWELL: My name is Almeta Powell.
10 And that's a very good question: When will Caltrans
11 come through and start to appraise and purchase their
12 houses?

13 According to our schedule now, we're
14 going to do that around 2001. Between 2001 and 2003
15 we'll be out to purchase your property. And for
16 people -- you have a very good comment here about
17 people who need to move because of a hardship
18 situation.

19 We do have what we call hardship
20 acquisitions. And what I would invite you to do if
21 you have a hardship, for instance your company is
22 moving to another city and you need us to buy your
23 home early or you're elderly and you would like to
24 move before 2001, would you please give us -- write
25 us and let us know and we'll consider a hardship
26 acquisition for you. Okay?

27 And so you can also put that in -- you
28 can write Caltrans, okay, and let them know of your

1 hardship situation, and we do have advanced
2 acquisitions for those kind of persons.

3 MR. LARKIN: There's only one way we're
4 going to beat this freeway problem and that is public
5 transportation.

6 UNIDENTIFIED SPEAKER: Right. Thank
7 you.

8 MR. LARKIN: Now, we have several --
9 oh, pardon me. My name is Ralph Larkin. I live on
10 Teller Avenue just off of Culver Boulevard.

11 Our present light rail system, the blue
12 line, the red line, the green line are carrying over
13 one million people a month. How many cars does that
14 take off the Harbor Freeway, the 405 and all
15 north-south freeways? It takes a hell of a lot of
16 them.

17 Now, if we build another lane on there,
18 on our present 405, it's going to be obsolete before
19 they get it finished. It's -- the whole freeway is
20 obsolete, and it's been obsolete for years.

21 Now, why should we compound this
22 problem? Why not start looking into light rail and
23 public transportation? It's been done all over
24 Europe, it's done in many cities in Northern
25 California, in Portland, Oregon.

26 They're solving their problems. All
27 we're doing is adding more and more problems as we go
28 along. This system is for the birds. It's just not

1 right.

2 Now, for the lady who lost -- is going
3 to lose her house, let me tell her what she's got to
4 expect, because I went through this with the 405
5 years ago.

6 They come and take your house. You're
7 not allowed to take anything out of it or anything
8 off the property. Now, I had a lot of beautiful
9 plants that I wanted to move when my house was taken.
10 I couldn't touch one. They sat there. No one wanted
11 them and finally they all died.

12 We moved to another house, and guess
13 what? We had to have new carpet, we had to have new
14 curtains, we had to repair the fence. And by the
15 time we finally made that house livable, we were in
16 the hole by many thousands of dollars over what we
17 had received from Caltrans. Not only that, our life
18 was disrupted for over a year making that move.

19 So let me tell you, you've got a lot to
20 look forward to if you're going to lose your house to
21 Caltrans.

22 Let's get behind a light rail system
23 from the airport clear out to the Valley. That's
24 what we need. Thank you.

25 MS. SAPPER: Thank you very much.

26 The next person is Robin Dahlstrom?

27 MS. DAHLSTROM: Dahlstrom

28 (pronouncing).

1 MS. SAPPER: Dahlstrom. Sorry.

2 MS. DAHLSTROM: My son has something to
3 say too.

4 My name is Robin Dahlstrom. It's D as
5 in David, a-h-l-s-t-r-o-m. And I have no problems in
6 telling you that I live on Tuller Avenue. I think
7 that the majority of the houses -- that is my
8 opinion -- the majority of the houses that will be
9 impacted on are Globe and Tuller.

10 Yesterday I was in a nine-hour trial
11 for a rape attempt because of the poor lighting on
12 the streets as it is. Now, I realize on my side on
13 Tuller Avenue -- the man, by the way, was convicted,
14 and he's in prison today.

15 The -- on the other side of my street
16 it's all trees. If they take and put a wall in
17 there, it's going to make the street even darker
18 because there's no lighting across the street.

19 I realize that it is the -- according
20 to Caltrans they put it off on the city, and the city
21 said, "Sure, we'll put up lights across the street
22 from your house." There are none, by the way. No
23 lights whatsoever, street lights.

24 They will do it if I pay \$10,000 a
25 light. So it becomes my responsibility to protect
26 myself. I'm a single parent. I have an eight-year
27 old child. And they want me to pay \$10,000 to put
28 lights up across the street. So anyway, that's issue

1 No. 1.

2 Second is the issue of the noise. I
3 don't care -- when I bought my house in 1991 I first
4 contacted Caltrans and asked them what they were
5 going to do about that particular location, and I was
6 told that they would have a sound wall up there
7 between 19 -- they had it proposed from 1990 to 1995.

8 This is 1999, and now they're proposing
9 that they're going to widen the freeway instead,
10 increasing the noise, increasing the exhaust fumes we
11 already get on our windows as it is, that we inhale,
12 that my son who is eight years old inhales every day.
13 And these people think that they are not impacting
14 our lives.

15 They can have my house. I'm a real
16 estate agent with ReMax and, you know what, I'll give
17 them an appraisal. They can buy my house. And I
18 will move to another area.

19 So I'm concerned about the lighting,
20 I'm concerned -- and their lack of regard with it.
21 Because you put that wall up there, we're going to
22 have graffiti constantly, we're going to constantly
23 have the teams out there taking the graffiti off the
24 walls.

25 The noise issue, the smog issue and
26 just -- and Tuller and Globe are the streets that I
27 think are going to be most impacted. And that's what
28 I have to say.

1 JULIAN: Hi. My name is Julian, and I
2 would like to tell you that when you cut down trees
3 it makes a little bit more -- a little bit less of
4 air to breathe in the earth, and if we didn't have
5 air, nothing would be living in earth.

6 MS. DAHLSTROM: And he doesn't want the
7 trees across the street cut down. Thank you.

8 MS. GOODKIND: Hi. My name is Carol
9 Goodkind, G-o-o-d-k-i-n-d. And I feel personally in
10 terms of myself and other residents on my street that
11 we've been dealt with quite unethically by Caltrans.

12 We -- I live on the Los Angeles side of
13 Culver City, and there has been little or no
14 information given to any of us who are not in
15 Culver City. We find out by mistake, we find out by
16 hearsay. We have been absolutely uninformed.

17 And what presents the greatest problem
18 to me personally is that I did a large remodel on my
19 home one month, and one month later I found out that
20 there was a meeting that was held at City Hall that
21 was sponsored by Kevin Murray and Caltrans.

22 And I had no -- and the Caltrans
23 proposal was essentially presented as a done deal. I
24 think that today it also sounds like a done deal. I
25 heard this comment that, well, personally Culver City
26 is in favor of alternative 3B, you know, and that
27 sounds like a real done deal to me.

28 I find myself in a situation having

1 taken almost all of the equity out of my home to do a
2 substantial remodel, and humorously that included
3 reenforcing the pier system of my home, which I think
4 is sort of humorous considering they are going to
5 start construction on the freeway right in back of my
6 house.

7 And I just wanted to make a comment
8 that everything that was done was done through code,
9 was done through all the legitimate agencies and that
10 I was absolutely uninformed by anybody what -- that
11 there was going to be an impact on my property and
12 that major agencies were fully aware of this impact.

13 MS. FISHER: My name Elaine Fisher,
14 F-i-s-h-e-r. I don't actually have a personal
15 complaint. Any of us that have lived here or driven
16 the freeways for the last 20 years would understand
17 that some of the comments and the skepticism that
18 comes from the word "Caltrans" or actually any agency
19 in Los Angeles comes up because we think that you
20 should have seen these problems a while ago and
21 addressed them some time ago.

22 But the issue right now is this -- the
23 HOV lane. And when you present your next public
24 forum to somebody with the same concerns it seems
25 like you didn't actually answer a lot of the
26 questions that you asked.

27 You gave numbers of something.
28 Somebody asked a question which is really more

1 significant, why are we putting a high occupancy
2 vehicle lane in there.

3 You think that you're going to change
4 after 30-some-odd years of people driving the
5 freeways and all the single people that come out here
6 to go to school or whatever reasons to get more
7 people in carpools? It's not going to happen.

8 I wish to God this gentleman that got
9 up and talked about public transportation and the
10 light rail system, I came here and we had trains
11 along Santa Monica Boulevard. We had trains even
12 going up through Pico. And I don't know where they
13 went to -- to Exposition. There were tracks. We
14 didn't use anything. We just -- eventually they were
15 bought up, parking lots were put on them, a few trees
16 occasionally.

17 And I think that certainly has to be --
18 it doesn't seem like the government or the agencies
19 as a whole are working towards one public good, that
20 you all have your own agenda.

21 All the people that I sat around my
22 area are thinking about it. We all made comments to
23 ourselves, yes, this absolutely sounds like a done
24 deal. We don't think we're going to make a change
25 here one iota.

26 I know we asked for sound walls in my
27 area, and hopefully by 2003 I won't be living there
28 because I'm just a renter. And I get that noise, and

1 my house has certainly gotten worse.

2 But the point is is you've got to open
3 these things up to a general discussion. The numbers
4 don't mean anything. Does anybody know what 12,000
5 cars per lane means in 2025? I don't even plan to be
6 around here in 2025, so that's even less important.

7 We need to know that there will be some
8 changes. We're willing to make some sacrifices for
9 the future generations. We need more places for cars
10 to run.

11 And in this specific area that you're
12 proposing to widen the freeway -- because I have been
13 on that stretch of freeway and lived around that area
14 from actually -- just from Washington Boulevard to
15 just past the 10 for 29 years.

16 You need a dedicated lane to the 10
17 going eastbound maybe even that's separated so that
18 people aren't merging at the last minute. That is a
19 huge bottleneck.

20 I think it's been shown the two
21 bottlenecks at the 405 and 101 and the 405 and the
22 10. That's been horrible for years, and yet nobody's
23 done anything about that. And that's what I'd like
24 to see, is an extra lane of driving that goes north
25 of San Diego Freeway.

26 And possibly if anybody remembers years
27 ago, that there used to be signs on every major
28 interstate saying "slower traffic keep right."

1 Just constantly teach people, put signs
2 out there to remind them and teach people that they
3 should be more, you know, considerate when they're
4 driving.

5 But I really think in the specific area
6 you want that we don't need this high occupancy
7 vehicle lane. I'm on that freeway. I rarely see two
8 people in the car. I don't even see three people in
9 a car.

10 Thank you.

11 MS. SAPPER: Thank you very much.

12 We'll take the next two people, and
13 then we want to make sure that everyone has a chance
14 to look at all the displays as well as talk to the
15 two court reporters who will be in the back.

16 MS. BROWN: My name is Stacy Brown, and
17 I'm from West Los Angeles. This project is not a
18 negative declaration project. And I want to go on
19 record to saying that very, very strongly.

20 In addition to noise and pollution
21 impacts, widening the freeway will also result in
22 additional heat load. This is in addition to huge
23 impacts on the people whose houses are being taken.

24 There's no way this is a negative
25 declaration project even if the theoretical idea of
26 making traffic go faster theoretically is supposed to
27 lessen the amount of pollution.

28 As the previous speaker said, I don't

1 see how the HOV lane is really going to change our
2 habits significantly. I too will echo the comment
3 about public transportation. I know for my purposes
4 I would much more likely be using public
5 transportation as an individual than trying to go
6 through all the generations it would take to find
7 somebody going to the same place that I'm going to to
8 try to match up a carpool.

9 The air pollution loads in this area
10 are already horrendous, and just sending them to
11 Riverside is not my idea of the solution. We need to
12 look at the situations more globally. We don't need
13 to increase freeway capacity. Again, we need to
14 reduce freeway demand. And there are many ways to do
15 that.

16 Getting back to the air pollution
17 loads. Not only do we have the freeways, we also
18 have the airports, we've got the increased jet
19 exhaust for both L.A.X. and Santa Monica Airport.

20 We've got a huge increase in the amount
21 of asthma and respiratory problems in this area.
22 Those need to be addressed, and those are appropriate
23 and essential to address in the EIR and EIS.

24 And again, this is in no way a negative
25 declaration project. The traffic problem in the city
26 is due to a lack of planning. It's also due to a
27 continual Band-Aiding by more and more and bigger
28 projects to carry more people from one destination to

1 another. And this is what we need to change. It is
2 the basis of where the problem comes from.

3 Destroying communities and functional
4 neighborhoods is not what the city and not what the
5 state should be doing, and in many cases this is
6 exactly the result that the projects will have.

7 Another thing to think about for the
8 people whose properties are being taken -- and I
9 don't know if this has been addressed or not -- is
10 the fact if they have been in their properties for a
11 long period of time, then they are protected from
12 property tax increases.

13 Are they going to have a significant
14 increase in property tax when they get to their new
15 destination? And is the state exempting them from
16 the new valuation? It could be several thousand
17 dollars a year in additional property taxes.

18 And for everybody who has come here
19 tonight, we do have a voice. It's the whole point of
20 these meetings. If we all take the responsibility to
21 write Caltrans, write to our state officials and our
22 city officials and let them know what we see the
23 situation as being and what we see the solutions as
24 being, we don't necessarily have to see this as being
25 a done deal.

26 Also, to address this meeting, this --
27 the mailing that I received for this meeting was
28 actually the first I heard of the project. And I'll

1 have to admit to not reading the newspapers on a
2 regular basis.

3 Just noticing it in the newspaper is
4 not sufficient in this city. Many of us get our
5 news -- get our information from other sources
6 including radio, and that is a broad spectrum from
7 everything to public radio to commercial radio and
8 also local papers. A lot of people just read the
9 local -- normally called throwaways and don't read
10 the big papers.

11 And also one meeting for this is not
12 adequate. There are a lot of people who, especially
13 this time of year, are just up to their ears with
14 family commitments, work commitments. It's
15 approaching year end. A lot of people just plain
16 can't get here, especially for a 6:30 meeting.

17 We need additional meetings. And I
18 think at this point we need to reopen the scoping for
19 this project and get the communities together so we
20 can look at other alternatives.

21 And that's about all I have to say for
22 now. Thank you for the opportunity to comment.

23 MR. KOZINSKY: Before we have the last
24 speaker I'd like Almeta to come up and talk about the
25 relocation situation.

26 And I would just like to preface by
27 saying that back in the old days Caltrans used to be
28 the agents that came in and tried to lowball you and

1 buy your house and move you out as quickly as
2 possible.

3 Well, the legislature and the federal
4 government condoned this process, and rest assured
5 that federal and state laws have passed that require
6 us to treat the residents out there a lot more
7 gingerly. And I think the operation's a lot better
8 for that legislation.

9 MS. POWELL: I'm going to address a
10 portion of the lady's comments concerning an increase
11 in property taxes.

12 Not too long ago -- well, a little
13 while ago there was a proposition called Proposition
14 3. And what it does is it protects people who have
15 to move because of a public project.

16 And what you do is you get to keep your
17 current property tax level up to a certain percent.
18 And so when your acquisition agent comes out and
19 talks to you, if we're purchasing your whole house,
20 then they will help you fill out the paperwork so
21 that wherever you go when you relocate you will be
22 able to take your present tax base with you, a
23 portion of it or all of it depending on how much you
24 pay for your home, okay.

25 And as Ron says, we do have a different
26 way of helping people who are affected by our
27 freeways these days. We have what's called a
28 relocation systems program, and you usually get money

1 above what your acquisition price is, what your fair
2 market price is. And this additional money is to
3 help you to be able to relocate yourself.

4 And someone mentioned not too long ago
5 about some plants and he couldn't take his plants
6 with him. Usually if you have small plants -- now,
7 large trees and large palm trees and whatever, that
8 might be a little difficult, but small plants and
9 whatever; you can usually work out something with
10 your acquisition agent to be able to take some of
11 your prized orchids, gardenias or whatever to your
12 new location so you can make that new place home for
13 you, okay.

14 So we have changed a lot, and it's
15 important that we get the message out that we do have
16 a relocation assistance program, and we are trying to
17 do as much as we can to lessen the impact of our
18 freeway project on each and every one of you.

19 UNIDENTIFIED SPEAKER: What about
20 inside the house? Fixtures, antique lamps, and
21 things like? Can't we take those?

22 MS. POWELL: Well, you know what
23 happens? When the appraiser comes out and they walk
24 the property with you and they walk through the
25 property, you can tell them, you know, this is a new
26 lamp or this is a lamp that's been in my family for
27 99 years and I want to keep it. And they'll make
28 a -- they'll put a value on it, and you can keep

1 those kinds of things that are movable.

2 Now, as far as things that are not
3 movable, you know, it depends upon how it's attached.
4 But things that are movable, for instance, ceiling
5 fans, we let people take those with them. And we
6 just deduct that from the price, and we have a value
7 in our appraisal for it. Okay.

8 UNIDENTIFIED SPEAKER: But are you
9 going to sell that stuff or just throw it out?

10 MS. POWELL: Well, see what happens is
11 once we purchase your property from you, it then
12 goes -- if you want to take your things with you, you
13 can take them with you, okay.

14 But what we'll do is we'll --
15 everything that you have has a value, and if we're
16 going to buy it, then we'll pay you for that value.
17 And if --

18 UNIDENTIFIED SPEAKER: Well, all you're
19 going to do is tear it down.

20 MS. POWELL: We are going to tear down
21 the house. And I know some people have the prettiest
22 brick and the prettiest paint, and all that has to go
23 too. But that's just a part of the plan.

24 UNIDENTIFIED SPEAKER: As far as the
25 wreckers are concerned --

26 THE REPORTER: I didn't hear that.

27 MS. POWELL: The wreckers -- as far as
28 the wreckers are concerned, we do have a -- we do

1 have people that come in and bid on the projects, and
2 many times owners talk with the wreckers or whatever
3 and make some kind of things.

4 But what we try to do is during the
5 appraisal process if we know that there are things
6 that you would like to keep, we'll make those
7 accommodations for you. Okay.

8 MR. VIOLIN: My name is Efrem Violin.
9 Some of you may know me. E-f-r-e-m V, as in Victor,
10 i-o-l-i-n.

11 There's a couple of items that haven't
12 been touched this evening. I've waited a long time
13 and listened to most everything.

14 No. 1, some of you, don't worry too
15 terribly. They may not take your house after all.
16 The people at the end of the 605 fought it for years.
17 I think they finally lost, but maybe we can learn
18 something from what they've accomplished for the
19 several years that they kept the freeway from
20 expanding up through their neighborhood.

21 Let me say this: Losing your house is
22 a lot more than dollars and cents. One of the most
23 traumatic effects in your life is the loss of your
24 property.

25 So it's more than just plain dollars
26 and cents, and we haven't found the value of the
27 psychological effect. So we'll think about that.
28 That's another aspect.

1 The other thing that I'd like to
2 mention and hasn't been talked at all -- mentioned at
3 all is the increase in traffic on Culver Boulevard.
4 Just exactly what is that going to do to property
5 values on Culver Boulevard? How much is that
6 increase going to be? I just wonder. Six lanes of
7 traffic on Culver and moving the bike path. I'd
8 really like some more explanations.

9 And I thank you very much for your
10 attention.

11 MS. HARGIS: Good evening. My name is
12 Deeba Hargis, D-e-e-b-a H-a-r-g-i-s.

13 I just wanted to say that since we know
14 that the 405 and the 10 Freeway is considered to be
15 one of the toughest traffic problems in the country,
16 I think that all of us we need to demand that the
17 toughest problem in the country requires the
18 brightest minds that Caltrans has to try to solve
19 that problem.

20 And so I'm here to say that I hope
21 everyone would show up for the next meetings,
22 mobilize and try to get the brightest minds in the
23 country or at least in Caltrans working on this
24 problem.

25 Thank you.

26 MS. SAPPER: Thank you very much. This
27 concludes our presentation section of the meeting.
28 We appreciate you coming and voicing your opinion.

1 At this time we are going to continue
2 having our stations. Right of way is located right
3 here, and to my left is HOV and traffic and project
4 development landscape, and noise section is right
5 here.

6 In addition, we will have two court
7 reporters located between the stationary and the
8 mobile chairs. Thank you very much for coming, and
9 please drive safely.

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1 PUBLIC COMMENTS

2 * * * * *

3 MR. ADRIANO MATTONI: Basically I
4 just -- my concern is that, you know, taking these
5 off ramps and on ramps out that they want to take out
6 and then combine them all onto one on ramp.

7 My personal opinion is it's insanity
8 because the traffic around here is so bad as it is.
9 It's a nightmare as it is trying to get on and off
10 the freeway with the existing on ramps.

11 And to actually remove some of them and
12 combine them into one, all I can say is I don't know
13 what you guys are thinking or what's in your head
14 concerning that.

15 It's clear that they don't live in the
16 west side. Obviously they must live in la la land or
17 something. But I just think it's a very bad idea,
18 that they should not remove any of the existing off
19 ramps or on ramps. If anything, they should add
20 some. They should all be left as they are.

21 That's basically my only real concern.
22 I know that Culver City wants to just have everything
23 bypass them, but they always try to do that. Because
24 if Culver City had their way, they'd put a wall up
25 around it like Berlin and wouldn't want anybody
26 coming in and out of it.

27 That's it.

28 MS. LYNNE DAVIDSON: I'm Lynne

1 Davidson, and I'm a manager at Teto's Tacos. And I
2 have two requests.

3 During construction I'd like the
4 barrier to be higher because we're a restaurant and
5 we serve food and we don't want dust coming in and
6 getting on the food.

7 And also right up to where the freeway
8 comes next to us, they stop the sound wall because
9 we're commercial property. But it is a restaurant.
10 So I was wondering if you guys could just extend the
11 sound wall just a little bit for us.

12 Thank you.

13 MR. MITCH MEDNICK: My name is
14 Mitch Mednick, M-e-d-n-i-c-k, and I live at
15 11300 Rose Avenue.

16 I was concerned -- I understand that
17 you're going to use UCLA sound walls for that area.
18 And I live in that area, and I know that for a fact
19 that their sound walls are not good.

20 And I would really appreciate that you
21 put in your own sound walls because if you stand
22 behind it, you can tell that there's definitely no --
23 the noise is getting through.

24 Also on the amount of traffic, I was
25 wondering according to your studies or report I got,
26 there's going to be a limited amount, no impact. And
27 UCLA has proposed building some more apartments
28 there, and their study shows no impact on traffic.

1 And on Sawtelle across the street from
2 UCLA, they are also building apartments, and their
3 study shows no impact on traffic. And another
4 two-tenths of a mile down the street Windward School
5 is building at this point, and their study shows no
6 impact on traffic.

7 And I was just wondering all these
8 combined projects, why is all no impact still equals
9 a no impact? You would think that with all the
10 additional traffic in the area that it's not -- it's
11 harmful to residents.

12 And I was wondering if there was a CO
13 test taken on the freeway for the emissions of the
14 cars, are taken with additional cars that they
15 propose.

16 And also this test was taken on the
17 proposed -- of the new projects in my neighborhood
18 and if the total would exceed the EPA amount in
19 either one hour or eight hours' worth of traffic
20 time.

21 That's it.

22 MR. MIKE BALKMAN: I have a property on
23 Washington Boulevard, and a long time ago we bought
24 the freeway excess property. That is now our parking
25 that makes us legal conforming to the city's parking
26 requirement.

27 They've got me lined out for partial
28 taking on all the plans. If we take that parking

1 area, I no longer meet the city's -- Culver City's
2 requirement for parking for my building.

3 So what happens? I become legal and
4 nonconforming as far as the city is concerned. And
5 at any time I try to do anything with my property,
6 the city says, okay, tear it down and build parking.
7 Basically that's my problem.

8 I'm worried about access during the
9 construction. The only way in and out of my rear
10 parking -- my only parking is through the alley.
11 What's going to happen to the alley during their
12 construction?

13 And I was wondering if could get a copy
14 of the transcripts.

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1 STATE OF CALIFORNIA)
2 COUNTY OF LOS ANGELES) ss.

3

4 I, Katherine Gale, CSR 9793, a Certified
5 Shorthand Reporter in and for the State of
6 California, do hereby certify:

7 That said proceedings was taken before me at
8 the time and place named therein and was thereafter
9 reduced to typewriting under my supervision; that
10 this transcript is a true record of the proceedings
11 and contains a full, true and correct report of the
12 proceedings which took place at the time and place
13 set forth in the caption hereto as shown by my
14 original stenographic notes.

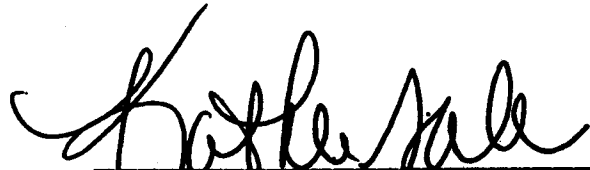
15 I further certify that I have no
16 interest in the event of the action.

17 EXECUTED this 5th day of January, 2000.

18

19

20



Katherine Gale, CSR #9793

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9.2 Responses to Comments Received at Public Hearing

Comments received at the public hearing from private organizations and citizens have been grouped and addressed below.

General Considerations

1. How will Caltrans reach a final decision? Will Caltrans consider public input?

Laura Stuart

Through input from various sources, including internal, outside agency, public and private, a preferred alternative will be identified in the Final Environmental Document (See Section 2.4).

Environmental Considerations

2. How will Caltrans ensure that there will be minimal harm to the environment?

(Mitigation measures/keep trees & foliage wherever possible)

Mike Cooper/Ann Cooper

Melanie Halbach

Susan Kennedy

Albert Peschel

Caltrans is required by law to perform appropriate environmental studies, and is doing so in this case. Caltrans maintains a professional staff to perform environmental studies, and has been doing environmental studies since the passage of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) more than 30 years ago.

The environmental review process must be done in accordance with NEPA and CEQA guidelines. This leaves little room for variance from a full and fair environmental review. It is the intention of Caltrans to identify and mitigate any and all potential environmental impacts, not only to ensure compliance, but also to ensure that environmental considerations are integrated into project implementation. See Chapter 5 for impacts to environmental resources from this project.

3. When was this project first made public?

Greg Kinsey

Felipe Mireles & Family

Public scoping advertisements were placed in the following newspapers on June 18, 1998: Los Angeles Times, Culver City News, La Opinion, The Argonaut, The Daily Breeze, and The Los Angeles Sentinel. A copy of the advertisement is shown in Figure 5.

4. Can the public hearings be held on weekends? Can the project be put on the ballot so citizens can vote?

Richard Beaver

Caltrans has exceeded all requirements for public notification and input. The process that the State of California is following is designed to obtain public input from as many people as possible to reflect the overall sentiment of the community.

5. Why did Caltrans use 9-year old Census data to study housing impact?

Laura Stuart

It is protocol for Caltrans to use the most current official Federal Census data available. Since the Year 2000 data is not yet available, the 1990 data was used.

6. Which report indicates that more lanes reduce pollution?

Laura Stuart

Table 11 indicates that implementation of the Build Alternatives will reduce CO from adjacent to the roadway in both the one- and eight-hour concentration. This data was taken from the "Physical Environmental Report for the proposed HOV widening of the San Diego Freeway (Route 405) between the Marina Freeway (Route 90) and the Santa Monica Freeway (Route 10)", dated September 1998.

7. Has Caltrans considered archeology for this project?

Robin Turner

Caltrans conducted an Archeological Survey Report and determined that no archeological sites are known to exist within, or adjacent to the project area. In addition, a Historical Property Survey Report was prepared and no buildings were determined to be sensitive cultural resources as they were either less than 50 years old or more than 50 years of age, but substantially altered. See Sections 3.11 and 5.2 for additional information.

8. Why is it a Negative Declaration/Finding of No Significant Impact (ND/FONSI) if homes & businesses will be impacted?

Mike Balkman

Frances Talbot-White

Caltrans, based on studies conducted for the proposed project, respectfully finds that a ND/FONSI is appropriate because of the mitigation measures, including available relocation benefits and soundwall construction. See Appendix J for additional information on relocation benefits.

Design/Project Development

9. What can be done about the bottleneck created by HOV lanes south of the 90?

Greg Kinsey

Letha Kemper

Beverly Violin
Susan Kennedy

Incorporation of HOV lanes into this segment of I-405 will serve to alleviate existing congestion and provide a continuous HOV facility when all other HOV projects are complete. High Occupancy Vehicle lanes will be constructed along the entire I-405 corridor in Los Angeles County and are currently operating on I-405 from the Orange County Line to Interstate 105 (I-105) and from US-101 to I-5.

Located just south of the project area, a HOV lane from I-105 to SR-90 is in the design phase, and is expected to be open in Spring 2005. See Section 2.5 for additional information.

10. Why must the existing ramps be eliminated? Why are new ones proposed?

Adriano Mattoni
Barbara Widawski
Susan Gregory
Marjorie H. Rose

Ramp consolidation for this project will increase the weaving length for merging traffic to the mainline and help the traffic flow better for both freeway and local streets.

The use of isolated off-ramps or partial interchanges should be avoided (eliminated) because of the potential for wrong way movements and added driver confusion. In general, interchanges with all ramps connecting at a single cross street are preferred. (See Section 2.4 for additional information.)

11. Why are four homes being removed to curve Berryman Avenue at McDonald when it would be cheaper to make Berryman Avenue a dead end and leave houses alone?

John Mendygral

Making Berryman Avenue a cul-de-sac will not eliminate the takes on the houses, as there is a minimum radius required by the City. In addition, there is a possibility that additional right-of-way would be needed. For safety and other concerns, the City would need to provide input and approval.

12. Explain HOV system (i.e., positives and negatives). What is the percentage of cars going past project limits? What is the percentage of usage of HOV/Non-HOV lanes?

Gloria Sondheim
Stacy Brown
Frances Talbot-White
John O'Mahony
Paul Glaess
Richard Beaver

The positive aspects of High Occupancy Vehicle lanes are a decrease in traffic congestion and pollution, and they save time. The negative aspect is that HOV lanes are a fairly new concept and do not always functionally coexist with other modes of transportation. According to transportation forecasts, it will be impossible to build our way out of congestion. Therefore, we are implementing traffic management strategies to use the remaining freeway capacity most efficiently. Some examples include the following: providing incentives to rideshare, moving more people, maintaining mobility in the region with a free-flow lane, and providing trip reliability in the region to its users; which in turn encourages transit and mass transportation use.

High Occupancy Vehicle lanes reduce congestion initially (because they add capacity to the freeway), considerably reduce the number of hours that the adjacent lanes are congested, and more importantly forestall the growth of congestion longer than any regular freeway lane we have added to our freeway system.

When HOV lanes were first introduced in Los Angeles County, the HOV system was designed to increase the person-movement capacity of the freeway, be cost-effective by reducing commute costs, and provide rideshare incentives, such as saving time and trip reliability. The results of these goals were to improve air quality, conserve energy, increase mobility and efficiency of all trips and reduce congestion.

Along this particular section of the freeway, there are five lanes (including the HOV lane), therefore, each lane accounts for 20% of the space on the freeway. According to our manual occupancy count data, approximately 14% of the total vehicles in the morning peak period are carpools (2 or more people), and approximately 19% of the total vehicles in the afternoon peak period are carpools, along this stretch. The project south of this project [along I-405 from the Harbor Freeway (Interstate 110) to the Century Freeway (Interstate 105)] has a peak hour volume of 1,350 vehicles and 2,780 people. Similar volumes for the regular lanes are also collected during these manual counts, and this data indicates that the HOV lane is carrying 28% of the motorists on the freeway, while each regular lane is only carrying 18% of the motorists on the freeway.

Also, studies have shown that only those freeways which added HOV lanes showed a considerable increase in the number of carpools, while all other freeways, even those which added regular lanes, showed a steady or declining number of carpools.

13. Will \$100M solve traffic delays, esp. before the 10 going south? Will more traffic lead to more crime?

Lillian Jenkins
Beverly Violin
Gloria Sondheim
Letha Kemper
Robin Dahlstrom

One hundred million dollars does not solve traffic delay problems on any freeway, but building this HOV lane will help reduce the freeway congestion time and will make the

HOV lane a continuous system for I-405 when all segments are finished. See Sections 1.3 and 2.3 for additional information on how this project fits into the regional transportation model. More traffic is not expected to lead to more crime.

Right-of-Way Acquisition

14. If our property will not be taken, will we be compensated for property value decrease & noise? What is the effect of the limit line (i.e., inside/outside limit line)? Will we be compensated during construction?

Dara O'Mahony
Juan Alcala
Bill Holzer
Susan Kennedy
Gretchen Bailey
Mike Cooper/Ann Cooper
Karl Herrera
Michael Donohue & Patricia R.
Carlos & Elva Ortega
Paul Lewis
Ron Peterson
Jack Gard
Jenny Garcia
Chris Nguyen

The limit line identifies the area to be acquired. Properties within the limit line will be acquired depending on the alternative chosen. Impacted residents will be eligible for relocation benefits. The law does not allow for compensation for the effects of construction that affects the population in general, however, mitigation measures during construction will help to minimize impacts. The freeway construction is a temporary inconvenience. See Appendix I for status of right-of-way acquisition for each alternative.

15. Explain the acquisition process. What is the timeline? What will happen to the structures? Does the cost of the project include Right-Of-Way acquisition?

Stephanie Hanchett
H Rangel
Juan & Cynthia Alcala
Ima Vandergoot
Alan Corlin

The time for the acquisition process depends on the negotiations between the property owner and the state. Before any acquisition negotiations take place, a fair market value appraisal must be completed and approved. Once the appraisal is approved, the Acquisition branch is required by Caltrans policy to make an offer within thirty days of that approval.

If the property owner signs at the time of the First Written Offer, the acquisition agent will process the paper work and the check will be sent to the escrow company usually between six to seven weeks. In other words, once the contract has been signed, escrow should close in six to seven weeks.

The property owner will also receive relocation benefits if they are displaced by the project. These include the cost to move, any interest differential, if applicable, and a replacement property differential. The state will also pay all fees related to the property it purchases. See Appendix J for additional information on relocation benefits.

The state will also pay one-time fees on the replacement property the grantor purchases.

The structures on properties identified for a full take will be demolished. The cost of the project includes Right-of-Way acquisition.

16. What is full take? What is a partial take? What if we want a full take instead of a partial take?

Richard Harris

Mike Cooper/Ann Cooper

A full take is when the entire parcel is required for the project. A part take is when only a portion of the property is needed for the project.

A full take is when the right of way line goes through the improvements and there is not enough land on the remainder to rebuild. The state would also buy the entire property if the parcel was not able to be developed because the remainder did not meet building codes. This is what is considered an uneconomic remnant either to the owner or the market. If the access is denied because of the project and the land would be landlocked, the state would purchase the entire property.

17. How will we be compensated for having to use the capital gains tax exemption far earlier than we may have planned to use it?

Keith Kawamoto

There is no compensation associated with capital gains tax exemption. Please consult with your tax person or with Los Angeles County Tax Officials.

18. How is my home/business affected?

B. Ambrozich: 4366 Huntley Ave

Jim Knight: 2311 Cotner Ave

Craig Johnson: 2311 Cotner Ave

Dee Halenak: 5184 Dawes Ave. She wants to do addition but will it be taken?

Susan Kennedy: 11415 McDonald St

Manfred Gerger: 4341-4351 Sawtelle (6 unit apartment building)

The State compensates each property owner of residential or commercial properties in the same manner. According to law compensation must be paid at fair market value. See Appendix I for status of your property.

Soundwalls/Noise

19. What is the timeline for soundwalls (during, prior to, and after construction)?

Robin Turner
Lillian Jenkins
Lynne Davidson
Cheryl Lewis
Verdis Ferraro
Phyllis Kossoff
Dee Halenak
Mark Jablonski
Therese Doucette
Thabet Girgis
Jim Vollmer
Juan & Cynthia Alcala
Hall
Roger Jewell
Yolanda D. Jewell
Felipe Mireles & Family
James Lamont

Normally, soundwalls will be constructed in accordance with the stage of construction, and that varies from one project to another. Utility lines and other existing infrastructure may have an effect on these areas. It will take approximately 1 to 1 ½ years to complete soundwall construction.

*20. What is planned for the soundwalls in terms of treatment/aesthetics (both sides)?
What type of materials are used to reduce noise?*

Juan Alcala
Gretchen Bailey
Bill Becker (at Culver Blvd. Overpass)
Michael Donohue & Patricia R
Cheryl Lewis
Juan & Cynthia Alcala
Nanping Lo (could vines be planted every 5' instead of 10')
Jerry Dealey

Exact details for soundwall treatment has not been determined at this time. Caltrans uses a variety of colored and textured blocks for wall portions. On poured in place concrete retaining walls a variety of textures have been used. Examples of block and wall treatments were on display at the Public Meeting held on December 9, 1999. As the

project progresses through the design stage, additional meetings will be held with local agencies and the public to finalize the exact aesthetic features for this project.

Replacement landscaping will be appropriate to the area in accordance with Caltrans standards for safety setbacks, spacing, drought tolerance and long term maintenance.

21. How will additional lanes have no significant noise or vibration? How old are noise study statistics? Who prepared the noise study?

Laura Stuart

With regard to additional lanes causing vibration, historically, numerous studies have been prepared by Caltrans. Earth-borne vibrations generated by freeway traffic immediately adjacent to residential areas show that architectural damage to buildings from such vibrations to be highly improbable. It concludes that although vibrations generated by heavy trucks may at times be felt, they are far below the architectural damage risk level criterion.

Noise study statistics are less than three years old. The Noise Investigations Unit prepares all noise study reports in the Office of Environmental Engineering and Feasibility Studies for the District.

22. What is the noise footprint?

Sal Grammatico

Generally speaking, every project includes of a set of sensitive receptors for each soundwall. A sensitive receptor is defined as any impacted receiver. Noise readings are measured and recorded at each of these sensitive receptors for soundwall needs and analysis. Therefore, noise is recorded with the prevailing traffic, wind, temperature and other meteorological data noted at the site.

23. Soundwall at...

off ramp next to Huntley - Melanie Halbach

between Mathison going south to Washington Place southbound - Mark Hoigt

Washington Boulevard to Washington Place - Jim Bisch

beyond southbound Centinela exit - Deebea S. Hargis

Slauson and Port - Laura Stewart

Refer to the layout sheets in Appendices B, C, and D for locations of the proposed soundwalls. Soundwalls are identified as rectangles (□). Information for wall heights can be found in Appendix F.

24. How do soundwalls affect wind patterns and air quality? Can exhaust fumes be trapped in air pockets?

Victoria Buschor

Exhaust fumes typically move upward and are taken with the wind. The soundwalls are not expected to exceed the heights of existing trees and taller buildings.

Surface Street

25. What is the expected traffic impact on surface streets (Sawtelle/Sepulveda/Culver)?

Diana Mednick
Bernard Brownstein
Susan Gregory

The local circulation of traffic will not be impacted after project construction for Alternative 3a. Local traffic will be changed for Alternative 3b and Modified Alternative 3ab, as these alternatives will change the configuration of the ramps near Culver Boulevard. Additional information is in the response to Questions 44 and 45 in Section 5. To minimize impacts from the ramp consolidation, Culver Boulevard will be realigned between Sawtelle Boulevard and Sepulveda Boulevard.

Construction

26. Are the hours of construction day and night?

Dara O'Mahony
Gretchen Bailey

Construction will occur during the day and night. Work will be scheduled in a manner least disruptive to residences and the motoring public.

27. What is the effect of construction on residents/citizens/surface streets?

Dara O'Mahony
Verdis Ferraro
Felipe Mireles & Family
Gretchen Bailey
Carlos & Elva Ortega
James Lamont

We will take the least disruptive route to residents and surface street to construct this project. Caltrans Standard Specifications pertaining to dust control and dust palliative requirements will be followed to control dust. See answer to Question 54 in Section 5.

28. What can be done about pest control during construction?

Dee Halenak

Such issues will be looked at on a case-by-case basis to determine potential solutions.

Other Projects/Ideas

29. Why not a mass transit enhancement or monorail along median?

Eugene E. Ruyle
Stacy Brown
Susan Kennedy
Robert Wolfe
Richard Beaver

This may come in the future, however, the purpose of this project is of a gap-closure nature to provide continuity for an existing system. See Section 1.3 for additional information.

30. Why not double deck like the 110 Freeway?

Letha Kemper
Beverly Violin
Ima Vandergoot
Chris Nguyen

Cost restraints make this prohibitive at the present time.

30. Are there plans for the 90 to extend to the 605?

Jay Howard

There are no current plans at this time.

31. Why not fix the bottleneck where the I-405 goes under I-10?

Jim Vollmer

High Occupancy vehicle lanes will be constructed along the entire I-405 corridor in Los Angeles County. The I-405/I-10 interchange will be restriped to provide a smooth transition through the interchange, as well as completing the southbound HOV system from I-5 in the San Fernando Valley to the I-5 at the El Toro Y in Orange County. The status of other projects along the 405 can be seen in Section 2.3.

32. Will it be a soundwall or retaining wall between Matteson going south to Washington Place on the southbound lanes?

Mark Hoist

There will be both a soundwall and a retaining wall for this area. Refer to Layout Sheet 9 (L-9) in Appendix B (Alternatives 3a and 3b) and Appendix D (Modified Alternative 3ab).

33. Slope steeper at her residence (3732 Tuller)

Nancy McMillan

Thank you for your comment. It will be forwarded to project engineers who will determine some of these specific details during the design phase.

34. *Make exit lane to 90 more restrictive*
La Tijera area has 3 entrances
Make northbound exit lane to 10 more restrictive
Turn off meter at Venice entrance (north) on Saturday and Sunday
Emily Fisher

Thank you for your comment. They will be forwarded to project engineers who will determine some of these specific details during the design phase.

Letter dated 09/04/99 from Richard Mitchell & Elizabeth Kinnon

**RICHARD MITCHELL
ELIZABETH KINNON**
11115 Farragut Drive, Culver City, CA 90230
Phone (310) 282-6282 Fax (310) 282-6283

TO: TONY HARRIS, CALTRANS CHIEF DEPUTY
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR, MS - 49
1120 N STREET
SACRAMENTO, CA 95814

RE: FREEWAY EXPANSION

SEPT. 4, 1999

Dear Tony Harris,

We are concerned about the future expansion of the San Diego Freeway in our neighborhood. As voters, homeowners, parents and taxpayers in Culver City we strongly urge you not to change the current freeway onramp/offramp at Braddock to the proposed Culver Blvd. setup. Traffic gets worse all the time and we have a reasonable concern that with the proposed change our neighborhood will be a thoroughfare for cars trying to avoid the freeway congestion.

We would greatly appreciate your action in this matter.

Thank you.

Richard Mitchell

Richard Mitchell

11115 Farragut Drive
Culver City, CA 90230

Elizabeth Kinnon

Elizabeth Kinnon

Response to Richard Mitchell & Elizabeth Kinnon

9.3

Letters Received

STATE OF CALIFORNIA - HIGHWAYS, TRANSPORTATION AND HOV LANE AGENCY

DEPARTMENT OF TRANSPORTATION
500 WEST 1ST STREET, 12TH FLOOR
LOS ANGELES, CA 90012-2029

(213) 897-6354

September 22, 1999

Mr. Richard Mitchell
Ms. Elizabeth Kinnon
11115 Farragut Drive
Culver City, CA 90230

Dear Mr. Mitchell and Ms. Kinnon:

I have been asked to respond to your letter dated 9/4/99 to Mr. Tony Harris, Chief Deputy for the Department of Transportation, regarding the San Diego Freeway High Occupancy Vehicle (HOV) lane project. The following information pertains to your primary concerns.

Your request not to change the current freeway on ramp/off ramp at Braddock to the proposed Culver Boulevard will be taken into consideration in the project environmental study. Several design alternatives are currently being developed and examined. These alternatives will be available for your review at an upcoming Public Hearing, which will be scheduled by the end of this year.

If you have any questions regarding this matter, please contact Mr. Gabe Hamidi, Project Manager at (213) 897-6354.

Sincerely,

Robert W. Sassaman

ROBERT W. SASSAMAN
Acting District Director



Letter dated 09/09/99 from Jackie Scott

Tony Harris,
Caltrans Chief Deputy
Dept of Transportation
Office of the Director, MS-49
1120 N. Street
Sacramento, Ca 95814

9-09-99

Dear Sir:

Please Do Not Close the on-ramp on

Sawtelle at Braddock,

Please do not move the 405 on ramp

From north Culver to south Culver !!!!!!!!!!!

Thanks,

Jackie Scott

Jackie Scott,
Culver City
Home owner for over 25 years.

Response to Jackie Scott

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 138 SO. SPRING ST.
LOS ANGELES, CA 90013-3805

(213) 897-4362



September 29, 1999

Ms. Jacqueline E. Scott
11151 Lindblade Street
Culver City, CA 90302

Dear Ms. Scott:

I have been asked to respond to your letter dated September 9, 1999, to Mr. Tony Harris, Chief Deputy of the California Department of Transportation (Caltrans), regarding the San Diego (I-405) Freeway High Occupancy Vehicle (HOV) lane project.

Your request not to close the on-ramp on Sawtelle at Braddock and not to move the Route 405 on-ramp from north Culver to south Culver will be taken into consideration in the project environmental study. Several design alternatives are currently being developed and examined. These alternatives will be available for your review at an upcoming Public Hearing, which will be scheduled by the end of this year.

If you have any questions regarding this matter, please contact Mr. Gabe Hamidi, Project Manager, at (213) 897-5354.

Thank you for your letter and the opportunity to address your concerns.

Sincerely,

ROBERT W. SASSAMAN
Acting District Director



Letter dated 09/10/99 from David Avery

David Avery
4323 Globe Avenue
Culver City, CA 90230

September 10, 1999

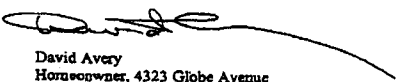
Tony Harris Fax 916.654.6608
Caltrans Chief Deputy
Department of Transportation
Office of the Director, MS-49
1120 N Street
Sacramento, CA 95814

Dear Mr. Harris:

I have recently become aware of discussions to widen the 405 Freeway through Culver City, including plans to relocate the existing Culver Blvd. off and on ramps. As a resident of Globe Avenue, directly behind the proposed expansion, I am interested to learn more about the proposal.

If possible, I would like to obtain a copy of the map outlining the proposed redirection, including how this would affect the residents of Globe Avenue.

Sincerely,


David Avery
Homeowner, 4323 Globe Avenue

Response to David Avery

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 126 SO. SPRING ST.
LOS ANGELES, CA 90012-3004
(213) 897-6362



September 21, 1999

Mr. David Avery
4323 Globe Avenue
Culver City, CA 90230

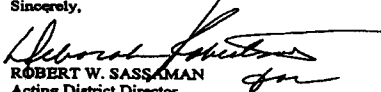
Dear Mr. Avery:

I have been asked to respond to your letter dated September 10, 1999, to Mr. Tony Harris, Chief Deputy Director, Department of Transportation, regarding the Route 405 High Occupancy Vehicle (HOV) lane project. The following information pertains to your primary concerns:

1. Per your request, we are providing the attached layout drawing of the proposed plan to streamline the Culver Boulevard interchange of the Route 405.
2. This project may potentially affect the residents of Globe Avenue. Several design alternatives are being developed and examined. The Right of Way maps for these alternatives are still being prepared and have not been completed yet. However, they will be ready for your review at an upcoming Public Hearing, which will be scheduled by the end of this year.

If you have any questions regarding the issues for the HOV widening of State Route 405, please contact Mr. Gabe Hamidi, Project Manager at (213) 897-5354.

Sincerely,


ROBERT W. SASSAMAN
Acting District Director

Attachment



File # 100-3142-Sub #1
Page 2 of 2
Date 10/10/00-8503

My husband & I are in the middle of escrow with a house in Culver City & in one of the disclosure statements we were presented with, they advised us to inquire about a possible expansion of the 405 Freeway. The address of the house we are interested in is 5215 Dawes in Culver City. We would like to know when they plan on doing it & how long they are estimating it will take. And how it will affect the property lines across the street as well as on our own block. I have drawn a schematic plan of the neighborhood with the house #1. Also are they planning on putting up a sound wall landscaping, hillside etc. All of this information is crucial regarding our decision to sell the house. Thank you kindly for the response.

5191 5199 5203 5213 5223 5234 5237 5247
 5101 5144 5174 5184 5194 5204 5214
 5215 5225 5235 5245 5255

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 128 SO. SPRING ST.
LOS ANGELES, CA 90012-3006
TDD (213) 897-6816

November 22, 1999

Dear Dr. Beavers:

Please be advised that the residential area that you are inquiring about is adjacent to a location that meets the criteria for a soundwall and is on the Caltrans Soundwall Priority List. The project area is located on the westside of the Route 405 freeway, between Slauson Avenue and Ballona Creek. It is subject to the availability of funding.

The LA County Metropolitan Transportation Authority (LACMTA), as the responsible agency, is in the process of developing the funding policy for the post 1989 soundwall list. It is anticipated that MTA will be issuing a soundwall policy on this list by the end of the year. Caltrans can proceed with the development of the many soundwall projects included in the post 1989 list, once each project has been programmed with funding. It is our anticipation that MTA will be issuing a soundwall policy on programming and funding by the end of the year.

In addition, there is a proposed HOV Project on the Route 405 Freeway that recommends soundwalls at various locations from the Route 90 to the Route 10 Freeway. The start construction date is anticipated to begin in August 2003. Also, a public hearing to discuss the project will be held at Veterans Memorial Auditorium in Culver City on Thursday, December 9, 1999.

Caltrans and MTA acknowledge your concern and need for a soundwall in your area. We are working together to determine the funding strategy and delivery process for these soundwall projects in the most expeditious manner possible.

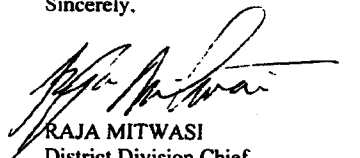
If you have any questions, please contact Mr. Gabe Hamidi, Project Manager at (213) 897-5354.

Response to Tyra Beavers, page 2

November 22, 1999
Page two

Thank you for your letter and the opportunity to provide this information.

Sincerely,



RAJA MITWASI
District Division Chief
Planning and Public Transportation

Letter dated 12/02/99 from Marc Major

8701 Delgany Ave #109
Playa del Rey CA 90293

2 December 1999

Ronald J. Kosinski, Chief
Office of Environmental Planning
Caltrans
120 S. Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski:

I am writing to express my strong support for a HOV lane along the Culver City area of the 405 freeway if this would not interfere with future plans for a light rail line along that same corridor. Hopefully, Caltrans and the MTA are working together to bring both of these traffic abatement solutions to West Los Angeles.

Thank you. Sincerely,
Marc R. Major

Response to Marc Major

1. Please see response to Question 29 in Section 9.2.

Letter dated 12/14/99 from Gabrieleno/Tongva
Tribal Council, page 1



GABRIELENO / TONGVA TRIBAL COUNCIL

December 14, 1999

Mr. Gary Iverson
Native American Coordinator
Caltrans, District 7
D.O.T.
120 So. Spring Street
Los Angeles, CA 90012-6610

RE: Initial Study/Environmental Assessment for I-405 HOV Lane Project

Dear Mr. Iverson:

In response to your letter dated November 16, 1999, the Gabrieleno/Tongva Tribal Council would like to take this opportunity to comment on the November 1999 IS/EA document that your agency provided to this tribe. As the proposed project lies within the traditional tribal boundaries and sphere of influence of the Gabrieleno/Tongva Tribal Council of San Gabriel, we feel that it is our responsibility to make the following comments and recommendations.

Section 3.11(Cultural Resources), Page 26 of the document states that an archaeological survey report (ASR) determined that "no archaeological sites are known to exist within, or adjacent to, the project area". We would disagree with this statement after consultation with our cultural resource representative, Mr. Samuel Dunlap, who provided documentation of the existence of at least 6 recorded archaeological sites within a 1 mile radius of the area of potential effect (4 of these sites are within 1/2 mile). It is the desire of this tribal council to convey to you and all other interested parties to this proposed project of the importance of acknowledging the existence of archaeological sites and/or cultural deposits that are within proximity of the area of potential effect (APE).

It has been our experience that the existence of buried cultural deposits and/or human remains can be uncovered in areas least expected; therefore, we object to wording such as that found on page 26 and stated in the previous paragraph. Also, on pages 37 and 38 of the document (question 48) the document states that "no impact to archaeological resources will occur", followed by a paragraph

THE EXECUTIVE BOARD OF THE GABRIELENO/TONGVA TRIBAL COUNCIL

Anthony Morales, Chairperson
Joanne M. Garcia, Secretary
Eleanor Soto, Treasurer
Message Phone (626) 286-1632

Roger Castillo, Spokesperson
Linda Longshore, Public/Membership
Mary Ann Moore, Cultural Affairs
Fax (626) 286-1262

P.O. BOX 693 - SAN GABRIEL, CA 91778

Letter dated 12/14/99 from Gabrieleno/Tongva
Tribal Council, page 2

Gary Iverson
December 14, 1999
Page Two

stating that "in the event that archaeological or historical materials are encountered during construction, all construction activities placing such resources at risk must cease until proper examination by a qualified archaeologist or cultural historian". We find the statements to be somewhat contradictory and misleading. This tribal council believes that the possibility for encountering unknown archaeological deposits during construction activities is always a distinct possibility.

We would recommend that your agency consider utilizing qualified archaeological and Native American monitors during construction segments of your project. These qualified personnel could then be on hand to make qualified judgments on possible areas of archaeological sensitivity. We find the reliance on construction crews and workers to identify archaeological sites or human remains during construction activities is not a preferred method of identification.

For further information on the recommendations of this tribal council you may contact our cultural resource representative, Samuel H. Dunlap (909/507-1958 voice), at any time. We wish to thank you for contacting us on this project and we look forward to working with you on any future projects within our tribal territory.

Sincerely,


Anthony Morales
Tribal Chairman

cc: Jeffrey Linley - FHA
Hymie Liden - FTA
Ruth Villa Lobos - COE
Timothy Craggs - DOT
Hans Kreutzberg - OHP
Richard Riordan - Mayor
Samuel H. Dunlap

Response to Gabrieleno/Tongva Tribal Council

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 150 SO. SPURDIN ST.
LOS ANGELES, CA 90015-3000
TDD (213) 897-3818



December 29, 1999

Gabrieleno/Tongva Tribal Council
Attn: Mr. Anthony Morales
P.O. Box 693
San Gabriel, CA 91778

RE: Draft Initial Study/Environmental Assessment (IS/EA) for I-405 HOV Lane Project

This letter is in response to your December 14, 1999 letter regarding the above referenced project. Caltrans, District 7 wishes to thank you for your response, and wishes to clarify some aspects of the project as they relate to your concerns.

Regarding the comment you provided on the text in Section 3.11, page 26 of the Draft IS/EA, Caltrans would like to clarify our statement from the Negative Archaeological Survey Report (NASR) completed for the proposed project determination. The document does in fact state that "no archaeological sites are known to exist within, or adjacent to the project area". However, the statement refers to known sites as indicated by the records maintained at the South Central Coastal Information Center (SCCIC) at the University of California, Los Angeles (the regional center containing the archaeological records from all known sites in the area). A record search at the SCCIC for known sites within the Area of Potential Effect (APE), indicates that no known sites exist within the APE (or Area of Direct Impact) for the proposed project. While the Caltrans investigation of the SCCIC records concurs with the findings that known archaeological sites exist within one to one-half mile of the APE (as indicated by the findings of your representative, Mr. Sam Dunlap), Caltrans maintains that no known archaeological sites are actually within the APE. Please let us know immediately if the Gabrieleno/Tongva Tribal Council has information to the contrary.

While Caltrans acknowledges "the existence of archaeological sites and/or cultural deposits that are within proximity of the area of potential effect (APE)", for legal confidentiality reasons Caltrans cannot disclose the location of these known sites. For more information on site specific locations, please contact the SCCIC for authorization to review their records.

Caltrans also concurs with your observation that the existence of known buried cultural deposits (sites) in an area may be indicative of previously undetected cultural resources. This is why a field survey was conducted during the study phase of the project that led to the findings in the NASR. Caltrans takes the work of protecting cultural resources seriously and

Response to Gabrieleno/Tongva Tribal Council, page 2

has made every effort to identify the presence/absence of cultural resources prior to the completion of the environmental document. However, it is acknowledged that sub-surface deposits may be present in the project area which are not evident during the study phase of the project. This is why the statement that "in the event that archaeological or historical materials are encountered during construction, all activities placing such resources at risk must cease until proper examination by a qualified archaeologist or cultural historian", is included in this project.

Additionally, it should be acknowledged that most of the project area has been disturbed by previous construction. The likelihood that any significant cultural resources remaining in these previously disturbed area is highly unlikely. However, Caltrans agrees that it may be possible for previously undiscovered cultural resources to be present in areas that have not been disturbed by previous construction. Such areas exist in the area near the Interstate Route 10 and State Route 90 Interchange.

In order to ensure that any potential, unknown, and undetected cultural resources are not disturbed during project construction, Caltrans agrees with the Gabrieleno/Tongva Tribal Council that it may be prudent to have qualified archaeological and Native American monitors on site in these areas during project excavation in this area. Be advised that Caltrans will include this stipulation as a bid item in the final project. Please note that the actual hiring of the "monitors" will be under the control of the Contractor who successfully bids for constructing the project.

Also, be advised that the wording that caused concern regarding the presence of sensitive cultural resources will be changed in the Final IS/EA for the project to better reflect the Gabrieleno/Tongva Tribal Council's concerns, as well as the project impacts to archaeological resources.

As always, Caltrans seeks to be a good steward of the resources within our right-of-way. This includes taking active steps to ensure that sensitive cultural resources are dealt with in accord with our legal and moral obligation. If you have any additional comments or questions, please do not hesitate to contact me at (213) 897-3818.

Gary Iverson, Native American Coordinator
Caltrans District 7

Letter dated 12/19/99 from Therese Doucette, page 1

PEDRO GONZALEZ
THERESE DOUCETTE
11740 Courleigh Drive
Los Angeles, CA 90066
December 19, 1999

State of California
Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Re: December 9, 1999 Culver City Public Hearing
in Culver City regarding 405 Expansion between 10 and Airport

To Whom It May Concern:

As was mentioned in the Public Hearing on December 9, 1999 in Culver City, please add the enclosed Information/Comments cards to the court reporter's record. I would also like these questions answered if at all possible, as they were not answered at the Hearing.

Thank you.

Sincerely,


Therese Doucette

TD:ms
Enclosures

Letter dated 12/19/99 from Therese Doucette, page 2

IF YOU EXPAND CULVER BOULEVARD TO BECOME 6 LANES,
What is the sound impact of this street expansion?
What impact will the expansion have on surrounding property
values?
Will parking along Culver Blvd remain the same as it is
now? IF IT WILL BECOME RESTRICTED, WILL OTHER STREETS GET
RESIDENT-ONLY PARKING PERMITS?
WHAT GUARANTEE DO WE HAVE THAT SOUND WALLS
WILL BE PUT UP - A WOMAN AT THE HEARING SAID
SHE LIVED ON TULLY AND HAD BEEN PROMISED SOUND
WALLS SINCE THE EARLY '90'S.
WILL SOUND WALLS BE PUT UP OVER CULVER BOULEVARD?
WHAT ABOUT AROUND THE NEW PROPOSED ENTRANCES & EXITS AT CULVER?
I DON'T THINK CAR POOL LANES WILL SOLVE THE TRAFFIC
PROBLEMS ON THE 405. WHAT STUDIES DO YOU USE TO
SUPPORT THE EFFECTIVENESS OF CAR POOL LANES?
WHAT PERCENTAGE OF RUSH HOUR TRAFFIC IS CURRENTLY USING
THE CAR POOL LANES ON EITHER SIDE OF THE PROPOSED EXPANSION

①
②
③
④
⑤
⑥

Response to Therese Doucette

1. Culver Boulevard will not be expanded to 6 lanes under this proposal (Modified Alternative 3ab). It will have 4 lanes and left turn pockets. The noise impacts will be minimal if at all, since there is no expansion, only operational improvements.
2. Please see response to number 14 in Section 9.2.
3. Some parking will be decreased. Refer to Question 46 in Chapter 5.2 for additional information. The City of Culver City has jurisdiction regarding parking issues.
4. Because of logistics involved with construction, it is not determined at this time (before, during, or after construction of the mainline of the freeway), however, soundwalls will be constructed before the end of the project and not at a later date.
5. Soundwalls will be constructed next to the freeway over Culver Boulevard, and adjacent to the off- and on-ramps. Soundwalls are indicated on the Layout Sheets (L-7 in Appendix D at this location) with rectangles (□).
6. Please see response to number 12 in Section 9.2.

Letter dated 12/19/99 from Verdis L. Ferraro, page 1

Verdis L. Ferraro
Rise 'n' Shine Childcare
5025 Berryman Ave.
Culver City, CA 90230
(310) 390-2294
December 19, 1999

Ronald J. Kosinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski,

I am writing with regard to the 405 Freeway expansion project, between the 10 Fwy and the 90 Fwy. I recently attended the Caltrans Public Hearing, on December 9, 1999, and was surprised to learn that my property is targeted for a "partial-take". I agree that the traffic problems in this city are horrendous, and will no doubt continue to get worse, though I'm not totally convinced "carpool lanes" are the answer. ①

I am, however, very concerned about this project with regard not only to the impact it will have on my life and home, but especially my ability to conduct my business. You see, I run a home child care business. I have been in business for 18 years, 15 of which have been at this address. I run a high quality program, and am well respected in the community. I daily care for 12 children, between the ages of 18 months and 4 years old. This property is especially suited to the needs of my business, as we are at the end of a cul de sac, and next door to a park. In addition, I have remodeled our home several times to accommodate my personal and business needs, the most recent investment costing about \$60,000. ②

I am concerned about the noise and traffic problems this project will create, in addition to having concerns about how much land I will be losing. You see, I already have the smallest lot on my side of the street, and if it gets much smaller, I may not have a yard at all. Having an adequate yard is essential to my business, as you can understand, so my concerns are well founded. I also feel that the excessive noise of heavy machinery, jack hammers, commercial vehicles, not to mention the dust, etc., will be alarming and unhealthy to young children, and would therefore expect that no parents would want to have their children exposed to such things for a prolonged period of time. This project could very well put me out of business, either temporarily or permanently at this location.

My child care business is the primary means of support for this family, generating approx. \$50,000 net profit a year. My mortgage payments are quite high, and really depend on my income for support.

Letter dated 12/19/99 from Verdis L. Ferraro, page 2

I want to know what options are available to me in this situation. Would you consider my property as a "full-take", in lieu of the circumstances, or perhaps consider relocating me to a new location? My business is in great demand in this city. According to a recent survey, only 17% of the licensed child care needs are being met in Southern California. I also realize that it takes a lot of energy to start all over again at a new location, and I'm not sure I'm up to the task. What do you suggest? ③

I understand that all questions and concerns will be considered on an individual basis, and you must admit, my situation is quite serious. I'd truly appreciate any input or advice you can offer.

Sincerely,

Mrs. Verdis L. Ferraro
Mrs. Verdis L. Ferraro

Response to Verdis L. Ferraro

1. Carpool lanes can be an answer to the congestion problems. Refer to the response for Question 12 in Section 9.2.
2. As a homeowner and home-based businessperson you will be eligible for the residential and business benefits. Please see the letter dated February 16, 2000 in response to Saul's Drapery Service (letter dated January 24, 2000), and Appendix J for additional information.
3. Under the preferred alternative, Modified Alternative 3ab, your property will not be impacted.

Saul's Drapery Service

3523 TULLER AVENUE
LOS ANGELES, CALIF. 90034
(310) 398-7858 / FAX (310) 398-6089

December 20, 1999

Ronald J. Kosinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

Mr. Kosinski,

In regards to Interstate 405 HOV lanes, I can not believe you think adding a carpool lane is going to solve the traffic congestion. There are so few cars now that use the carpools on any freeway. We travel the Santa Monica, east bound, often and see maybe 5 cars using the lane. ①

What about the homeowners who's homes you're taking away completely? We see you had no feelings at all for our emotional and physical state of mind. But then we feel that wasn't taken into consideration.

On our block, which is the 3500 block of Tuller Ave. you are taking down seven (7) houses. Most of these people are elderly seniors whom have

Saul's Drapery Service

paid off their mortgages, or close to it, and have some retirement put away. Now, at this stage of the game, where do you expect us to move? Some are very sick people. This is a tremendous hardship for all of us. Who's going to pay our higher mortgage payments? We will not be able to find property in this area for less than \$400,00.00 and up. ② Therefore, you will be forcing us to move out of this area into some area we will not be happy in. What a great way to end our lives. I hope you all realize this is not, nor will it be the answer to your problem.

The more lanes you make, the more will come. Congestion will always be there.

We all hope you can all sleep well at night knowing you took our homes away.

I'm a complete tear down in this project. I've made this our home for thirty (30) years, and yes we're very angry, upset, depressed and hurt.

Thank you for letting me get this off my chest. It still doesn't help.

SAUL'S DRAPERY SERVICE

Gene Rosenthal
ILENE ROISENTUL

3523 TULLER AVENUE • LOS ANGELES, CA 90034 • (310) 398-7858 / FAX (310) 398-6089

Saul's Drapery Service

3523 TULLER AVENUE
LOS ANGELES, CALIF. 90034
(310) 398-7658 / FAX (310) 398-6068

January 24, 2000

Mr. Aziz Elattar, Senior Environmental Planner
State of California
Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Re: Residence-3523 Tuller Avenue, Los Angeles, CA 90034

Dear Mr. Elattar,

Per our conversation at the meeting held at the Veteran's Memorial Building in Culver City in December, 1999, I am writing to you with reference to our particular situation. Our home is one of the many chosen as a complete tear down to allow Caltrans to add a carpool lane to the 405 Freeway.

We have lived in our home at 3523 Tuller Avenue for more than 30 years and I have run my business, Saul's Drapery Service, from my home during that entire time period. I have established a very large and loyal customer base of decorators, real estate management companies and other professionals located in the immediate vicinity. I have built my business through the repeat orders from these loyal customers over the years.

The decision by Caltrans to demolish our home will greatly affect not only my family life but my business as well.

Due to the high replacement cost of a comparable house in the West Los Angeles Area, my wife and I would not be able to replace our home with one of the same quality we have become accustomed during the past 30 years. We feel our only choice would be to move out of the area, which will, in turn, greatly disrupt the quality and amount of business I have built throughout the years. I anticipate this will create a tremendous financial hardship for my wife and me.

All the decorators, suppliers and workrooms that have and continue to support my business are located within one-half hour of our home. Having to relocate and reestablish myself in a new location after all these years will be more than a burden that I want to think about.

Therefore, in addition to the consideration for my loss of my home of 30 years, I want to establish a basis for compensation for the loss of my business establishment, built on these premises over the past 30 years as well.

③

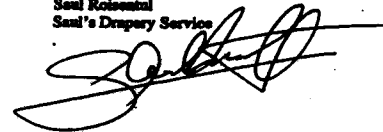
Saul's Drapery Service

I have enclosed copies of my State of California resale license and City of Los Angeles business licenses, verifying the fact I am conducting a legitimate business from my home.

I will be happy to discuss my situation with you or another representative from your department at your convenience.

Cordially,

Saul Roisental
Saul's Drapery Service



Response to Saul's Drapery Service, page 1

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

SOUTHERN RIGHT OF WAY REGION

District 07 R/W Field Office
120 South Spring Street
Los Angeles, CA 90013-3806
Phone: (213) 897-1901
Fax: (213) 897-1962



February 16, 2000

Saul Roisental
Saul's Drapery Service
3523 Tuller Avenue
Culver City, Calif. 90034

Re: 3523 Tuller Avenue, Culver City, Calif. 90034

Mr. Roisental,

The State of California, Department of Transportation (Caltrans) has received your letter of January 24, 2000 concerning the drapery business that you operate out of your residence.

Caltrans is well aware that people are affected in various ways, as a result of freeway projects. We try our best to minimize the impact that we may cause those individuals.

When Caltrans acquires a property, we are required by law to compensate the owner with the maximum value for the highest and best use for that property. In addition, Caltrans will pay all of the closing costs when your property is purchased. Caltrans will also assist you in the purchase of a replacement property through a purchase differential. We may also pay eligible closing costs and increased mortgage costs on the replacement property.

Since you operate a business out of your residence, it appears as though you may also qualify for business relocation in addition to the residential relocation.

You have made us aware that you have a solid business that is well established in the community and it would be difficult for you to relocate in the same area. As a result, you may suffer a hardship when your property is acquired for the freeway project. In your letter you specifically mentioned that you wanted "compensation for loss of business".

As a business displacee you may be entitled to receive relocation benefits for the following:

A. Actual reasonable moving and related expenses

SOUTHERN RIGHT OF WAY REGION
21073 PATHFINDER, SUITE 100
DIAMOND BAR, CA 91167

PHONE: (800) 488-1500
TDD: (800) 735-2929
FAX: (800) 488-1501

District 08 R/W Field Office
464 W. Fourth St.
San Bernardino, CA 92401-1400

Phone: (909) 383-6239
Fax: (909) 383-6877

District 12 R/W Field Office
2501 Pullman Street, 4th Fl. "C"
Santa Ana, CA 92705

Phone: (714) 724-2308
Fax: (714) 724-7699

Response to Saul's Drapery Service, page 2

B. Reestablishment expenses (limit \$10,000)

C. In lieu payment of not less than \$1000 nor more than \$20,000 (this is a payment in lieu of moving and related expenses, actual reasonable reestablishment expenses, and loss of patronage.)

The issues that you raised appear to fall under the category of "loss of goodwill". Code of civil procedure, title 7, eminent domain law, chapter 9, article 6, sections 1263.510, 520, and .530 provide the basis for compensating the owner of a business for the loss of goodwill.

Goodwill consists of the benefits that accrue to a business as a result of its location, reputation for dependability, skill, or quality, and any other circumstances resulting in probable retention of old or acquisition of new patronage.

The law provides that a business owner can be compensated for the loss of goodwill if the owner proves that the loss is caused by the state's taking of the property and that the loss cannot reasonably be prevented by a relocation of the business or by taking steps and adopting procedures that a reasonably prudent person would take and adopt to preserve the goodwill. The business owner has the burden of proof for loss of goodwill.

There may be certain conditions at the relocated property, which cause a reduction of net income and, thus, a reduction from the level of goodwill value that the business had at the old location (loss of goodwill).

Certain compensable goodwill losses and business relocation assistance program items may fall into overlapping areas of the various laws. An owner is entitled to only one payment for a loss. There shall be no duplication of payments for loss of goodwill, which are provided to you pursuant to the relocation assistance program.

The Caltrans Appraiser will provide you with written notification of your right to claim a loss of business goodwill.

If you elect not to relocate your business to a replacement property you may still qualify for an in-lieu payment but not a payment for loss of goodwill.

I have enclosed copies of Caltrans residential & business relocation booklets for your review. If you have any questions regarding the relocation assistance program you may contact me @ (213) 897-3711.

Sincerely,

Victor H. Lee

Letter dated 12/24/99 from Ronald Adams

Response to Ronald Adams

Thank you for your input.

12-24-99
To: State of Calif. Caltrans
My Name is Ronald R. Adams I live
at 4467 Huntley Ave. Culver City Ca
in response to letter you circulated
regarding closure of ramps in
Culver City, I am in favor of closing
those ramps.
Thank you
Ronald R. Adams 12-24-99

Letter dated 12/27/99 from Victoria Buschor, page 1

Victoria Buschor
3924 Tuller Ave.
Culver City, Ca. 90230
(310) 398-5687

December 27, 1999

Ronald J. Kosinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

Re: 405 HOV Lanes from State Route 90 to Interstate 10

Dear Mr. Kosinski,

We were impressed with the amount of information that was made public during the open forum and public hearing held December 9th. Yet some questions still remain to be answered.

Of greatest concern for us is the construction of a sound wall for which we have waited almost twenty years. As you know, the 405 freeway is one of the busiest freeways in the nation and we have been waiting for the sound wall for some time. It was originally discussed in the early eighties. We are very dismayed to find that the sound wall will stop right in front of our house. I strongly urge you extend the sound wall completely around the curve formed by the Venice Blvd. offramp from the 405 northbound. The property in question is the property located at 3924 Tuller Ave (page 6). We already must listen to ten lanes of traffic and are concerned what the increased traffic will cause in the way of noise.

Again, please make plans to extend the sound wall all the way to and including the northbound offramp to mitigate the noise.

Sincerely,

Victoria Buschor

Victoria Buschor

Response to Victoria Buschor

1. Current plans show a soundwall is recommended for this location. Please refer to Layout Sheet 9 (L-9) in Appendix B (Alternative 3a) and Appendix D (Modified Alternative 3ab).

Letter dated 12/27/99 from Jerry Dealey, page 1

Mr Jerry Dealey
4221 Tuller Avenue
Culver City CA 90230-4711
310-397-6887

December 27, 1999

Ronald J. Kosinski, Chief
Office, Environmental Planning
Dept. of Transportation (Caltrans)
22 South Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski,

I attended the Caltrans Public Hearing in Culver City on Dec. 9, 1999, regarding new HOV lanes for the San Diego Freeway (405).

One cannot minimize the tragedy of losing one's home completely, if the freeway is widened. However, hundreds of others (myself included) will see their quality of life, and the value of their property, diminish because of this project.

My parents bought the home at this address in 1954. Over the years, I helped them to pay for it. I have lived here since 1966. I hope to live here, peacefully, for the rest of my life.

When we bought this home, no one advised us that the freeway would be built in 3 or 4 years. The 405 northbound Culver Boulevard on-ramp runs along the back of my property, about 20 feet from my back fence. Over the years, oily dirt on our window sills, vibrations from trucks, and noise from CHP bull-horns, trucks and motorcycles have increased. Because we liked our home, we tolerated it all.

I disapprove of your Proposed Project Alternatives 3a and 3b. I do not want a retaining wall in my back yard, the on-ramp closer to my property, or increased traffic on Culver Blvd. between Sepulveda and Sawtelle Boulevards.

Your No-Build Alternative 1 is very negative, as written. Offer financial incentives to HOV's (carpools). Do away with HOV lanes. I believe that it has been done in other parts of the U.S. resulting in a successful decrease of traffic congestion. Build more "Park and Ride" facilities. Increase bus & streetcar service on surface streets.

The State of Washington has a system which helps people find work closer to their homes. They say it's a success. Consult with them about a similar system for our area. Commuting is the problem.

Thank you for allowing me to express my opinion and concerns for your Final Environmental Report.

Sincerely,

Jerry Dealey

Response to Jerry Dealey

Thank you for your input.

Letter dated 12/28/99 from Richard O'Toole

Dear Cal Iram

12-28-99

I am opposed to your proposal to
do any thing, what so ever, to the
on and off ramps of the 405 freeway
at Culver City.

Richard O'Toole

4495 HUNTLEY AVE.

CULVER CITY, CA 90230

(310) 391-9848.

Response to Richard O'Toole

Thank you for your input.

Culver City

Sunday December 26th 1999

Mr. Ronald J. Kozinski, chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120. S. Spring Street
Los Angeles, CA, (90012)

Dear Sir,

My name is Madeleine Sage

I am 48 years of age and I live on Globe Avenue Nr 4048 since May 1971.

I am a widow and ^{have} no family around me to help me, when I got in the mail the meeting notice (on July 21st) of the San Diego Route 405 freeway improvements I thought it was to notify us that we would get good news in the neighbourhood like getting sound-proof walls. Well, the improvements were not for us on Globe Avenue, they were for the Confession of the 405 Freeway (meeting August 26, 1999) I need to let you know how I feel about the High Occupancy Vehicle HOV Lane project on Interstate 405 in the cities of Los Angeles and Culver City.

I understand the needs of progressing in the traffic lanes for there is more and more people needing to circulate and to transport on the San Diego Freeway.

I acknowledge the changes going around me but I also feel that I need to be heard about this issue, I need to say that I attended the two meetings:

① Thursday August 26, 1999
which did not mention anything about Globe Avenue and was not prepared well since a lot of my neighbours did not know about it.

② Second Notice
Caltrans proposes to widen the freeway December 9th 1999
Caltrans has studied the effects that the project would have on the environment.

I had gone to the Town Hall to see the designs and I saw that my house (4048 Globe) was concerned, that my family and I shared (now I am alone) and where there are so many improvements made by us, along the way. Of course I also know that there are laws that I must go along with, I am a citizen of this Country, and I pay my taxes and I like my neighbourhood and my neighbours who are also my friends.

Globe Avenue is a very attractive Avenue with good looking houses well taken care of, very quiet and rural looking, plenty of trees and

Letter dated 12/28/99 from Madeleine Sage, page 3

green lawn, a very nice place to live.
I was about to sell my house, now I cannot
do it because of the project and I say
No, it is not right for us to be dislodged
and put out of our homes, it is traumatic
for me to move out against my own free
will not on my time but on your time.
I would like very much, Dear Sir, to find
out just about when we will know
about which alternative are you (Caltrans)
going to choose, it says here on the
frequently asked questions sheet
6. June 2000?

So you feel it necessary to destroy
these homes along Globe Avenue
for such a short proposed projects
alternatives between the Santa
Monica Freeway (I-10) and the
Marina Freeway state route 90

In a few years from now, it will
be still inadequate for the
traffic is going to grow and
grow.

But of course it is only my opinion
on the subject.

Thank you for reading my letter
I remain yours sincerely,

M. Sage

P.S. I also read the blue book "Your Rights
and Benefits as a Displaced Person under
the Uniform Relocation Assistance program

 Madeleine Sage
4048 Globe Ave
Culver City, CA 90230

Response to Madeleine Sage

1. The preferred / recommended alternative (Modified Alternative 3ab) is selected in the Final Environmental Document. See Section 2.4.
2. Alternative A is the "No Build Alternative", however, this will not solve the traffic problem for this area.

Letter dated 12/29/99 from Elizabeth Losh, Ph.D page 1

UNIVERSITY OF CALIFORNIA, IRVINE

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

Department of English
and Comparative Literature

435 Humanities Instructional Building
Irvine, CA 92697-2650
(949) 824-6712
FAX (949) 824-2916

December 29, 1999

Ronald J. Kosinski, Chief,
Office of Environmental Planning
Department of Transportation
120 Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski:

I am writing in regard to the proposed addition of a carpool lane on the 405 Freeway from the 90 Freeway to the 10 Freeway. As a member of a carpool of U.C. Irvine faculty members, I strongly support the construction of new HOV lanes and feel that this particular stretch of freeway would particularly benefit from this change. In a typical commute with my fellow carpoolers, half of our commute time is spent between the 10 and the 90, although it accounts for a much smaller fraction of the distance between our departure point in West Los Angeles, which is near our homes, and our jobs in Irvine.

Since joining a carpool, I personally have driven 6,000 fewer miles in the last year, and thereby consumed about 200 gallons less of fossil fuel. Although this sounds relatively modest as a contribution to clean air, our typical carpool of four individuals is cutting our contribution to traffic by 75%. I am certain that we would all carpool more often, if this extension were built, given that the most common reason that we choose not to carpool is the desire for an earlier departure that allows for the uncertainty of traffic on this stretch.

In our capacity as educators and administrators we have extolled the benefits of carpooling to our colleagues, and many of them are joining our ranks in the carpool lanes. I personally believe that carpooling is the most viable solution to the traffic problems of Los Angeles, given that many -- like us -- cannot telecommute, and that public transportation has proven ineffective in Southern California's urban sprawl, which is so different from the New Jersey model.

Please feel free to contact me at 949-824-8130, if you have questions about our carpooling experience. I sincerely hope that the carpool lanes on the 405 will be extended to the 10 freeway.

Sincerely,

A handwritten signature in dark ink, appearing to read "Elizabeth Losh".

Elizabeth Losh, Ph.D.
Writing Director
Humanities Core Course

Response to Elizabeth Losh Ph.D.

Thank you for your input.

Letter dated 12/31/99 from Stephanie Hanchett, page 1

Stephanie Hanchett
11416 McDonald Street
Calver City, California 90230
(310) 313-5796

December 31, 1999

Ronald Kosinski
Office of Environmental Planning
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski,

This letter is in response to the Interstate 405 HOV Lane Project, Initial Study and Environmental Assessment and Programmatic Section 4(F) Evaluation. I have read this report and attended the Open Forum Public Hearing that was held on December 9, 1999. It is not too surprising to me that Caltrans determined that a Negative Declaration/Finding of No Significant Impact has been determined for this project based on this initial study. The report was written by Caltrans staff, in support of a Caltrans project (p.43.) It is obviously not an unbiased report of the situation, but stands to support the project that generates and guarantees the employment of Caltrans employees. I see no fault in utilizing existing data and studies, but they need to be reflective of the situation at hand in order to be relevant. The qualifying data that was used in this study is outdated and inadequate to be able to support your conclusion. I find it sad that college graduates generated a study of this quality, and are basing a Negative Declaration from the information presented. At the December Public Hearing we were told that this was "just a rough draft" well poor data, is poor data, no matter when it is utilized. It's garbage in and garbage out.

First off I question if this project is even worthwhile. Using the information on p.10, and calculating the estimated average speed that will be gained from this project and converting it to time that will actually be saved from this project. This data shows that with the 3a or 3b project, in the year 2020, a driver not using the HOV lane will actually gain 9 seconds when traveling Northbound in the AM, and 1 min. 41 sec. if traveling southbound in the AM. If the HOV lane is used, the driver will gain, 1 min. 30 seconds or 90 seconds when traveling Northbound in the AM and gain 1 min. 4 seconds if traveling southbound. The benefit in the evening is slightly better, however if a single driver is driving Northbound in the PM they will gain 2 min. 14 seconds and Southbound they will gain 1 min and 4 seconds. If they qualify, and use the HOV lanes, they will gain 6 min and 42 seconds when traveling Northbound and 4 min and 48 seconds when traveling Southbound. (Calculations from p.10, converting average speed for distance traveled, 4.1 miles, into time actually traveled.)

The purpose and need for this project was addressed on p.4. It was predicted that the level of service (LOS) would deteriorate by the year 2015. The LOS is expected to deteriorate from a LOS F-O to LOS F-1, this would result in delays going from 15 min to 1 hr. to 1-2 hours (p.5) The chart and the text does not state the distance traveled for the time delay. In other words, time and distance are part of the equation to determine the value of the delay. It makes a big difference to

Letter dated 12/31/99 from Stephanie Hanchett, page 2

have a 1-2 hr delay to travel 4.1 miles, versus traveling a longer distance like 60 miles. To travel the 4.1 miles of the proposed project at 30 mph would take a total of 8 min and 1 second to travel. The statement: "With the current freeway capacity consisting of five mixed flow lanes in each direction, the LOS in five years is expected to deteriorate to a LOS of F-1, a level in which one-hour minimum congestion delays will be the norm" can only be interpreted to be the time delay, for the distance of the proposed project, consisting of 4.1 miles. This would mean that a motorist's average speed during peak hours would be 14.6 mph. The data in this study is difficult to compare when all the factors are not uniformly referenced, such as time, distance and mph. The chart on p.5, and the actual time delay relative to LOS is not clear from the chart nor is it clear in the text of the study.

I question if this project is really a solution to the transportation congestion on the 405 in this project area? It will meet the Caltrans goal of a "somewhat" continuous HOV lane on the Interstate 405. But is that really worth the \$7.7 Million Dollars that this project will cost the public? It certainly will provide jobs for Caltrans Project Managers, Engineers, Environmental Planners, Public Relations, and contractors. But does it solve, or even significantly improve the congestion of the freeway during peak travel times? I think that the incremental time that is saved or the marginal increase in MPH or commuting speed, does not warrant that kind of financial investment. It provides a negligible improvement at best. This project provides a poor return for the dollar cost, and the cost to the community and surrounding neighborhoods that will bear the burden, inconvenience, short term noise, air and soil pollution generated by the proposed project.

The data utilized for determining the impact of noise level is sub-standard. Measuring the "noise levels at the most representative sites on the SB and NB side of the freeway from 9:00 AM to 12 PM (Noon)" p. 19, is not representative of the noise level that the freeway is capable of generating. The end of rush hour traffic and the low level use, prior to lunch time, is not a high noise generating time. This study does not state the day of the week that this study was taken as weekend utilization can differ from weekday commuting. It was determined that the noise "values ranged from 58dBA to 77dBA. Future noise levels at these sites are expected to increase by anywhere from 0 - 3 decibels." p. 19. Why didn't Caltrans do sound studies for a 24 hr. period and during the high use days of the week and then make a statement regarding the impact from noise levels? If Caltrans has done sound studies for a 24 hour period, why was that information not used for this study? Utilizing data that measures only a small segment of the total picture, 3 hours to be exact, and claiming that the results can be extrapolated to represent the total picture of 24 hrs is erroneous. Again, garbage in and garbage out.

The statement that increases in noise level will be negligible due to placement of sound walls where reasonable and feasible is no consolation that sound walls will actually be placed, hence some areas and neighborhoods will be experiencing increased sound in their environment. Currently there are several areas that do not have sound walls and having the 405, move closer to private residences, without soundwalls, will directly increase sound pollution in the area. (McDonald Overpass) The question of vibration was addressed at the public forum. We were told that there is no way to mitigate the increase in vibration that will be produced from the project. Again a direct negative impact on the environment, and a direct negative impact to remaining residences that will find themselves positioned closer to the 405 than they had been positioned when they initially purchased their property.

The demographic information utilized in the study was from the 1990 United States Census Bureau. (p.23-25) This information is outdated, hence irrelevant to represent the current population

Letter dated 12/31/99 from Stephanie Hanchett, page 3

demographics. Current demographic information, on the residents in this area, is available and is actively utilized by real-estate and marketing research companies, to name a few. If this information is available to other businesses it would also be available for Caltrans to utilize. Any business or marketing plan would utilize current data to support their impact and conclusions. If data this old was presented to any investor or utilized in a marketing plan, the project would quickly be dismissed and not get funding or support for the proposed project. Again, garbage in, garbage out.

Although displaced residents will be eligible for relocation benefits, this project will directly affect remaining property values. Currently anyone close to the project who is looking to sell their property, need to disclose information on the proposed Caltrans project prior to the close of escrow or be liable for future suits or claims of damage. Neighborhoods are currently planned to be re-configured, and this would have a direct negative impact on property values. I understand that losses cannot be compensated until a loss has occurred, however Caltrans position on this situation, during the public meeting, was not encouraging and may result in litigation in order to be compensated for property value losses directly relating to this project.

Although the NEPA regulations do not require an IS/EA to include formal scoping procedures, p.40. Caltrans efforts to solicit public concerns were minimal at best. Public scoping advertisements were advertised in adequate newspapers, but for only one day, June 18, 1998. Although I read the LA times daily, on this date I did not see the advertisement. The only way I found out about this project was through the neighborhood grapevine a year later. The only time I was informed, directly by Caltrans, was with the Information Bulletin that I received through the mail on December 4, 1999. It informed me of the Open Forum and Public Hearing that was scheduled in 5 days. The information bulletin made no reference to the fact that the IS/EA Evaluation was available for review prior to the meeting, at local libraries. It would have taken 3 lines of print to include this vital information to the public, so that the public could be prepared for the meeting and to be able to address pertinent questions to the Caltrans staff.

This meeting was held during the Jewish Holidays and anyone of that faith was put at a direct disadvantage of attending the meeting, as it was directly in conflict with practicing their religious faith. I also find it interesting that the responses for this project are due by January 31, 1999. A holiday for most and the busiest time of year for most people, especially at the close of the millennium, as many places of employment have required extra time of their employees in order to be Y2k ready. This is an excessive burden on the public and direct discrimination of those of the Jewish Faith.

Many of the key project managers, such as Gabe Hamidi, were not present at the public meeting due to personal plans. The employees acting in his place were poorly informed on the project, and could only make reference that they were not capable of answering the questions posed to them. I sensed that the Public Meeting was a low priority for many of the key Caltrans staff working on this project. Many of the Caltrans staff were uninformed of the information contained in the IS/EA report. Only one woman was able to answer a direct question from the report and had working information from this report. She was the only one, besides yourself, who when asked if she had read the report, she was able to say that she had. Other Caltrans staff had a bound copy of the report under their arm but did not have working knowledge of the material. When asked if they had read the report they said that they had scanned it. Many were surprised at the data given in the report that was supporting their positions.

Letter dated 12/31/99 from Stephanie Hanchett, page 4

During the Public Forum, we were told that the impact to the neighborhood was insignificant since it represented such a small section of the public in all of Los Angeles County. However, the 4.1 miles of the 405 is also rather insignificant, in relation to all the freeways in the Los Angeles area. Many of the questions from the public were not answered directly, numbers were given that did not respond to the questions asked, such as the percentage of commuters traveling beyond the proposed project site. The stenographers were unable to accommodate the public who desired to make a statement for the public record, due to their time constraints. Copies of the meeting are not available at the present time in order to give direct feedback on this meeting while meeting the December 31, 1999 due date.

It almost appears that public input for this project is being discouraged or sabotaged by competing with other time/activity commitments of the community. Is there a time limit for the end of the calendar year for this project? Why wasn't the public meeting held at a better time of year, when all of the public would be able to attend without being in conflict with their religious beliefs, holiday plans, and end of the year/millennium rush? Why wasn't the public informed directly by Caltrans in a more timely manner, and with information as to where and how the study could be reviewed prior to the public meeting? Why would Caltrans not give the public information regarding the opportunity to review this study prior to the public meeting? I was only one of a few people who even knew that the report was available for public review and had the opportunity to study the report prior to the meeting.

In conclusion I want to state for the public record that the IS/EA report is of such poor quality that it cannot substantiate a finding of a Negative Declaration/Finding of No Significant Impact. I am embarrassed that Caltrans employees, many who are college graduates, would generate a report utilizing such poor, outdated, data to substantiate their conclusions and recommendations. I have lost confidence in the quality of work that Caltrans is producing to the public and to government officials. A report of this caliber does not generate confidence from the public and is reason to request an independent study of this projects environmental impact.

I would like to request that my name be added to your roster of concerned citizens and to keep me up to date on the status of this project and the venues to stay up to date on the project, ie: publications, internet sites, released studies and findings. I would like to request a copy of the transcripts from the public meeting held on December 9, 1999 as soon as it becomes available to Caltrans or the public. It appeared from attending the public meeting and talking with many of the Caltrans employees, that critical thinking from the data in the study, and even just "reading the study" was lacking from many employees present. It is difficult to be confident about the construction and construction impact of this project, when the quality of work produced during the planning stage by engineers, planners, and managers is of such poor quality. I am anticipating that future meetings, and reports generated by Caltrans, will be of a higher caliber, and that employees representing Caltrans will have working knowledge of the proposed project, while utilizing relevant data to back the decisions proposed.

I appreciate the opportunity to give feedback on this report and the project in general. I am interested in a response to the questions posed in this letter, and await your reply.

Sincerely,

Stephanie Hanchett
Stephanie Hanchett

Response to Stephanie Hanchett, page 1

1. Please see response to number 5 in Section 9.2.
2. Although not required by CEQA and NEPA, a Public Hearing, when held, is during the public circulation of the draft Environmental Document (Initial Study / Environmental Assessment). The document was then modified to include public comments and became the final Environmental Document (Negative Declaration / Finding of No Significant Impact).
3. An overall traffic model has shown that the project is needed to improve mobility in this section of the freeway.
4. The Level of Service (LOS) is calculated for the stretch of freeway being investigated for the project.
5. Greater noise is produced during off-peak hours, when traffic is moving faster than during rush hour, when traffic is not moving.
6. Please see response to number 21 in Section 9.2.
7. Please see response to number 5 in Section 9.2.
8. Caltrans has a clear policy on relocation assistance. Refer to Appendix J.
9. An advertisement was placed in local newspapers on November 9 and December 2, 1999 to indicate the availability of the draft Environmental Document, location

Response to Stephanie Hanchett, page 2

for public review at public libraries and public hearing information. See Section 9 for more information.

10. Various cultural and religious events take place during the same period, therefore, it was not the intent to single out any group.
11. Key Caltrans employees present at the meeting were employees who had worked extensively on the project. When a staff member is unavailable, a colleague will be present at the meeting. Such is the case when you reference that people you had spoken with were unfamiliar with the project. When the text of the technical studies were incorporated into the Final Environmental Document, the staff member working on the project was consulted.
12. At the public hearing, it was mentioned that the project had an impact on certain sections of the neighborhood, however, the impacts were not significant.
13. Two stenographers were available as long as people wanted to talk with them. And they were only dismissed when it appeared that people were leaving the meeting. One stenographer was present until the last person left the meeting.
14. The draft Environmental Document (IS / EA) was circulated to federal, state and local agencies for review and comment. Any and all concerns raised were addressed prior to the FHWA approval of the final Environmental Document.

Letter dated 01/14/00 from Manuel & Frances Chavez,
page 1

at 11:00 am
January 14, 2000.
Dear Julian Dixon, Kevin Murray, Herb Wesson and
Senator
Assemblyman
CalTrans
The facts and opinions stated in Laura Stewart's
letter (enclosed) say alot, but the real and emotional
harm and consequences of the 405 continue to grow.
Our first home in Sunkist Park was taken by the
Power of Eminent Domain of the State of California, for
the 405. we bought another home in Sunkist Park, so that
our children could remain in the Culver City School District
and be with their friends. Culver City was/is a nice place
to live.
The 405 nightmare continued to grow. Our backyard
overlooks a four level interchange now (Jefferson & Blauson).
There is no soundwall and we have not been able to enjoy or sit
in our backyard for many years because of the noise level (24 hrs
a day) and the exhaust and dust from traffic is unbearable. The
addition of extra lanes and re-routing off and on ramps is
unconscionable and would be another ten years of construction.
The bottom line is "It won't solve the problem." Please note
enclosed pictures. #1 is taken from our backyard. #2 is a
longer view showing the 405 and the Marina Freeway overpass. What you
don't see are the Harvard Hughes Ave joining the 405 going North or
the Marina joining the 405 going South.
You're probably thinking, "Why don't you move", well, this isn't
Silicon Valley, where the average guy is making \$150,000 a year,
therefore we have fewer choices. Please put someone with intelligence
in charge - let's get an overhead monorail traveling 150 MPH (ask Japan),
then I think people would not mind leaving their automobiles at home.
① Please also Protect Prop #43.
② Please consider an independent audit of Education Funds, Gasoline
Taxes, Car Registration Fee and Vehicle License Fee.

Sincerely,
Manuel and Frances Chavez
11570 Culver Park Drive
Culver City, CA 90230

Letter dated 01/14/00 from Manuel & Frances Chavez,
page 2

The Mirror Thursday, January 13, 2000

Letters

CalTrans Must Do Better

I am a resident of Sunkist Park and have recently been introduced to the CalTrans plan to desecrate my neighborhood. CalTrans is attempting to widen the 405 Freeway from the 105 to the 10 with multiple lanes and HOV lanes. This is the same CalTrans that built the 105 Freeway, which is currently sinking, the same CalTrans that cut a freeway path through Sunkist Park 30 years ago, causing pollution, noise and scars on Culver City that have never healed. An Agency who admits that their "best plan" for this expansion will probably be obsolete by the time it is completed.

The same CalTrans who promised sound walls 30 years ago when they built the freeway and eventually (15 - 20 years later) got around to building ONE sound wall.

Who are these CalTrans people and who do they think they work for? I think they work for us. And I think it is time they start acting that way.

CalTrans got away with building the expanded 405/5 Freeway through Orange County mainly because the land was rural and the expansion did not cut through a dense population such as the current planned expansion through Culver City. Yet this agency goes skipping about targeting peoples' homes, implying they can do as they choose — they have the money to build, so reason be damned, let's build.

Homeowners should demand that CalTrans come up with a better plan than to turn Culver Boulevard into one big freeway on-ramp. We should be asking CalTrans hard questions like why it is not considering the big picture. For instance, if the expanded freeway is going to be obsolete by the time it is built, what kind of transportation system will not be and why aren't they building that one?

I would urge everyone, however affected, to call and write your council member, call and write your state assembly member, call and write your state senator, call and write Gov. Davis, and call and write CalTrans and tell them enough is enough. They have to do better.

Laura Stewart
Culver City

We Welcome Your Letters!

Since space is limited we ask that you keep your comments to 300 words so that as many as possible can be heard. We reserve the right to condense letters.

Your letter must include your name and a valid mailing address; we will not print anonymous letters or those that use only pseudonyms or initials. (We will publish only your name and city with your letter.)

We're looking forward to hearing what you think.

Thank You,
The Editors
Coastal Community Newspapers

Letter dated 01/14/00 from Manuel & Frances Chavez,
page 3



Response to Manuel & Frances Chavez

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 188 SO. SPRING ST.

LOS ANGELES, CA 90012-3900

(213) 997-0302



February 8, 2000

Mr. and Mrs. Chavez
11570 Culver Park Drive
Culver City, CA 90230

Dear Mr. and Mrs. Chavez:

This is in response to your letter dated January 19, 2000, regarding the concern you have about the Route 405 High Occupancy Vehicle (HOV) lane project.

Caltrans understands your concern about the potential impact this project might have on your neighborhood. This proposed project is based on the traffic data for this area. Current data indicates a 20-year growth ratio of 1.17 to 1.26 of Route 405, between Route 90 and Route 10. Peak hour volumes will increase to 12,000 (southbound) and 11,700 (northbound) vehicles per hour. Failure to make provisions for this increase in traffic will result in lane volume demands as high as 2420 vehicles per lane per hour and a deteriorating Level Of Service by year 2015. Congestion delay time could also approach one hour by year 2015. Incorporation of HOV into this segment of Route 405 will serve to alleviate existing congestion.

In reference to soundwalls, in October 1998, soundwalls were identified as a requirement for noise mitigation for this project. We propose to construct soundwalls along the northbound and southbound side of the San Diego Freeway (Route 405), between Route 90 to Route 10, as part of the HOV Lane Project.

Should you have any further questions regarding the HOV widening of State Route 405, please contact Mr. Gabe Hamidi, Project Manager at (213) 897-5354.

We appreciate your concerns and thank you for your letter.

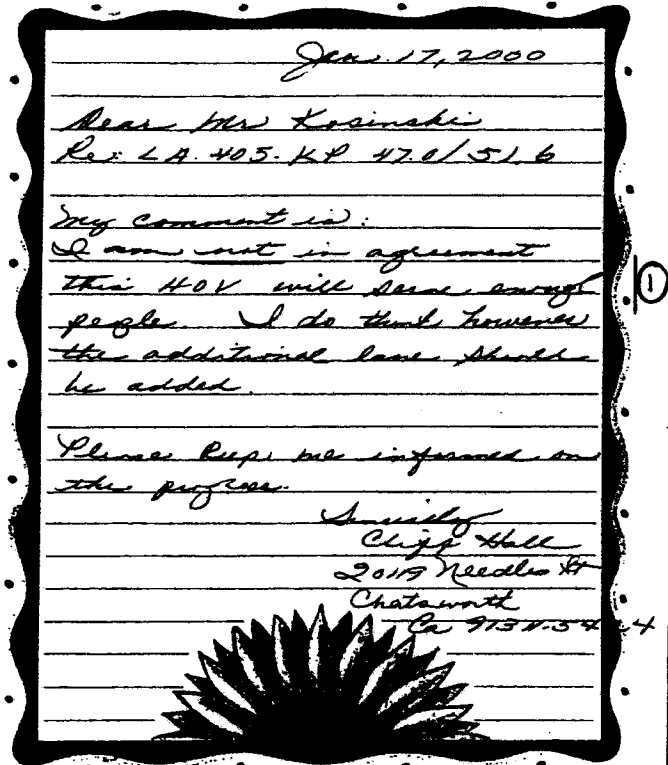
Sincerely,


DEBORAH ROBERTSON, Chief
Division of External Affairs

Honorable Julian Dixon
Honorable Kevin Murray
Honorable Herb Wesson



Letter dated 01/17/00 from Cliff Hall



Response to Cliff Hall

1. Please see response to Question 12 in Section 9.2.

Letter dated 02/17/00 from Christine Hwang & James Jimenez , Page 1

Christine Hwang
6665 Cristina Marie Drive
Orlando, FL 32825
Tel: (407) 293-4162
Fax: (407) 293-7106

James Jimenez
4260 Sawtelle Blvd.
Los Angeles, CA 90066
(310) 390-9934

February 17, 2000

Mr. Robert W. Sassaman
District Assessments Director
Department of Transportation
State of California
120 S. Spring Street
Los Angeles, CA 90012
Fax: (213) 897-0360

Mr. Chao Chen
Department of Transportation
State of California
Fax: (213) 897-0148

Mr. James S. Davis
Public Works Director and City Engineer
9770 Culver Blvd., 2nd Floor
Culver City, CA 90232-0507
Fax: (310) 253-5626

Re: 4254 and 4260 Sawtelle Blvd., Los Angeles, CA 90066 vs. Route 405 HOV project

Dear Gentlemen,

In reference to construct HOV lanes on I-405 both directions between I-10 and State Route 90, we would like to present our questions:

1. According to CALTRANS, the additions of the HOV and required improvements are to increase the capacity of I-405, improve traffic flow, relieve the congestion, reduce energy consumption, congestion, and number of accidents. What is this? We have lived in Culver for almost ten years. The worsen traffic noises, pollutions, congestion are always in our backyards. Why is there neither improvement nor change ever proposed to improve our daily life, environment, our citizens welfare. Why now? We have to be the one to sacrifice, to accommodate for the big development in Playa Del Rey. Why the Culver community gets to be pushed to make room for their growth and conveniences? With 50,000 to 60,000 residents (when the project completed in 2013), why the traffic was not considered or incorporated then at the design phase for this size of development? As Culver residents, we should have the right to determine, not just CALTRANS!
2. If the on/off ramps on Braddock are substandard, why they can not be upgraded or rebuilt to bring to standards, instead of closing them and relocating to Sawtelle and Culver Blvd?
3. With just the off ramp exit around the corner, we have experienced enough difficulties and danger getting in and out of the properties, especially the adjacent property and our property both share one ingress and egress. According to your proposed alternative 3B, the off-ramp exit curve and acceleration/deceleration lane on Sawtelle run right into our ingress and egress, regardless of moving traffic direction, it is impossible for us to get in and out safely.

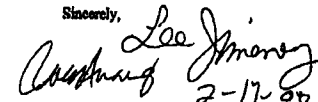
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Letter dated 02/17/00 from Christine Hwang & James Jimenez , Page 2

4. With the alternative 3B, what kind of sound walls and retaining walls will be constructed? Height and Thickness? How close they are from Sawtelle? Landscapes for buffer zones to filter out pollutions? Who is in charge for the maintenance and maintenance schedules?
5. We would like to obtain copies of Environmental Assessment report, traffic studies report for the regions surrounding Culver and Playa Del Rey, not just limited to Culver, for further detailed information.

Thank you in advance for your attention and assistance!

Sincerely,


Christine Hwang and James Jimenez
2-17-00

Culver1217.00

Response to Christine Hwang & James Jimenez , Page 1

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012

GRAY DAVIS, Governor



March 7, 2000

07-LA-405-Kp 41.2/47.2
San Diego Freeway HOV
07223-117890

Mr. James Jimenez
4260 Sawtelle Blvd.
Los Angeles, CA 90066

Re: ROUTE 405 HOV WIDENING IN CULVER CITY

Dear Mr. Jimenez:

I have been asked to respond to your letter concerning the proposed Route 405 HOV (High Occupancy Vehicle) project between Route 90 freeway and Route 10 freeway. The following comments pertain to your primary concerns:

1. Caltrans understands your concern about the potential impact this project might have on your neighborhood. This proposed project is based on the traffic data for this area. Current data indicates a 20-year growth ratio of 1.17 to 1.26 of Route 405, between Route 90 and Route 10. Peak hour volumes will increase to 12,000 (southbound) and 11,700 (northbound) vehicles per hour. Failure to make provisions for this increase in traffic will result in lane volume demands as high as 2420 vehicles per lane per hour and a deteriorating Level Of Service by year 2015. Congestion delay time could also approach one hour by year 2015. Incorporation of HOV into this segment of Route 405 will serve to alleviate congestion.
2. During a public meeting on December 9, 1999 and again on February 17, 2000 in Culver City, we presented the preliminary design of this project with several alternatives. In one alternative (3B), we proposed consolidating the interchanges within the vicinity of Culver Boulevard including the construction of a new northbound off-ramp to Culver Boulevard, a new southbound on-ramp from Sawtelle/Culver Boulevard, and permanent closure of the northbound on-/off-ramp of Sawtelle Boulevard and the southbound on-ramp from Braddock Drive. The benefits of this alternative are: improve local traffic circulation, improve freeway weaving (merging) distance between Culver Boulevard and 90 freeway connectors, and accommodating future traffic from Playa Vista development which are in line with the City of Culver City's urban planning master plan.
3. We are evaluating all the alternatives with consideration given to input from the general public, local residents, Federal Highway Administration, local agencies (MTA, City of Los Angeles, City of Culver City) and our internal functional units. We expect to conclude the Project Report and Environmental Document process with recommended alternative by July 2000.
4. In October 1998, based on preliminary noise analysis, soundwalls were identified as a requirement to mitigate project noise. We propose to construct soundwalls along the northbound and southbound side of the San Diego Freeway (Route 405) between Route 90

Response to Christine Hwang & James Jimenez , Page 2

to Route 10, as part of the HOV Lane Project. These soundwalls are all recommended for a height of 3.66-4.88 meters (12-16 feet) and a thickness of 205 millimeters (8 inches). In reference to soundwalls maintenance, the Caltrans Division of Maintenance is fully responsible for maintaining the soundwalls and also for making repairs of any defective work or materials found at any time.

5. The environmental document and other relevant studies are available for review at the Caltrans District 7 office (120 South Spring Street, Los Angeles) on business days between 8:00 a.m. and 5:00 p.m. The document may also be reviewed at the Culver City Library (4975 Overland Avenue, Culver City) and at the Mar Vista Library (12006 Venice Boulevard, Los Angeles). A copy of this report can be purchased for \$36, to purchase the report send check, payable to Caltrans, to:

Stephanie Sapper
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S Spring Street
Los Angeles, CA 90012

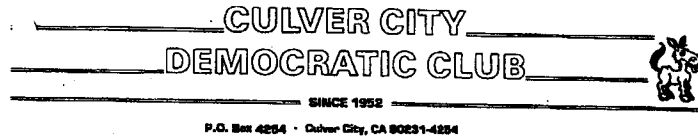
We appreciate your opinion and concerns regarding this project. We value every opinion we receive and strive to put it into the best use. Your input will be given serious consideration as we develop the optimal design for our region and all interested parties. Please feel free to contact Mr. Gabe Hamidi, Project Manager at (213) 897-5354, if you have any questions or need additional information.

Sincerely,

Raja Mitwasi
Interim Division Chief, Program/Project Management, District 7

Cc: File/Bob Sassaman/Kelly Lamare
Chao Chen/ Mr. James Davis/ Ms. Christine Hwang

Letter dated 04/17/00 from Gerald Sallus



MT PRESIDENTS

L. Pomeroy

Gerald Shields

Irma Simpson

Ed Chiswick

Joe Shields

Leopoldo Rodriguez

Ed Kaseff

Trudy Chiswick

M. Agard

J. Murray

Josephine Pettit

Susan Alexander

Steve Karkish

Nel Richard

Bernard Karkish

DIY Lauer

Sam C. Goldstein

Paul Lonsdale

Mike Lerner

Howard Winkler

Debra Hunsicker

Steve Gaurley

Darryl Chiswick

Julius Hunsicker

Jack H. Hunsicker

John J. Hunsicker

Carole Zarogian

Jim Hunsicker

Lee Winkler

JEFF MORALES
DIRECTOR CAL TRANS
P O BOX 942874
SACRAMENTO CA 94274

SUBJECT: Closing of I-405 Freeway Ramps

The Culver City Democratic Club met and by an unanimous vote of its members wishes to advise you that we strongly object to any proposal by CALTRANS to close existing on and off ramps of I-405 Freeway which directly affect Culver City residents (i.e., Braddock and Sawtelle ramps).

We have been advised that the closing of these entrance and exit ramps are under active consideration. We urge you to use your good offices to prevent the closing of these ramps and the resulting detrimental effect it will have on our community.

Sincerely,


GERALD M. SALLUS, Corresponding Secretary

cc: Yvonne Burke
Chou Chen
Culver City Council
Governor G. Davis
Steve Gaurley
Kevin Murray
Herb Wesson

Response to Gerald Sallus, page 1

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

Department of Transportation
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6808



May 17, 2000

Mr. Gerald M. Sallus
Corresponding Secretary
Culver City Democratic Club
P.O. Box 4254
Culver City, CA 90231-4254

Dear Mr. Sallus:

This is in response to your letter dated April 17, 2000, regarding the proposed Route 405 HOV (High Occupancy Vehicle) project between Route 90 Freeway and Route 10 Freeway.

Caltrans held a public meeting on December 9, 1999 and again on February 17, 2000 in Culver City, to allow interested people to voice their concerns. Caltrans presented the preliminary design of this project with several alternatives. In one alternative (3B), we proposed consolidating the interchanges within the vicinity of Culver Boulevard, including the construction of a new northbound off-ramp to Culver Boulevard, a new southbound on-ramp from Sawtelle/Culver Boulevard, and permanent closure of the northbound on/off-ramp of Sawtelle Boulevard and the southbound on-ramp from Braddock Drive.

The benefits of this alternative are: improve local traffic circulation, improve freeway weaving (merging) distance between Culver Boulevard and the 90 Freeway connectors, and accommodating future traffic from Playa Vista development which are in line with the City of Culver City's urban planning master plan.

Currently, we are evaluating all the alternatives with consideration given to input from the general public, local residents, Federal Highway Administration, local agencies, Los Angeles Metropolitan Transportation Authority (MTA), City of Los Angeles, City of Culver City, and our internal functional units. We expect to conclude the Project Report and Environmental Document process with recommended alternative by July 2000.

Response to Gerald Sallus, page 2

Mr. Gerald M. Sallus
May 17, 2000
Page 2

We appreciate your opinion and concerns regarding this project. We value every opinion we receive and strive to put it into the best use. Your input will be given serious consideration as we develop the optimal design for our region and all interested parties. Please feel free to contact Mr. Robert W. Sassaman, District 7 Director at (213) 897-0362, if you have any questions or need additional information.

Thank you for the opportunity to provide this information.

Sincerely,

TONY HARRIS
Acting Director

c: Honorable Yvonne Burke
Honorable Kevin Murray
Honorable Herb Wesson
Culver City Council

Letter from Thabet & Ellen Girgis

To: California Department of Transportation District 7
From: Thabet and Ellen Girgis
11250 Tabor street -property on I-405 south border-
Re: / CALTRANS (HOV) lanes on (I-405) between (I-10) and (state route 90)

We strongly oppose the project for the following reason

IT is completely unacceptable to take a partial lot. This is extremely harmful for the owner.

We would like a complete explanation of this procedure. You will destroy part of a house and leave the rest at no value and no use? | ①

1. **Environmental effect.** We would like a complete disclosure of the effect of the high air pollution in the area on our health and the health of our children and infant. How would the daily pollution of the air be controlled? This is a strict residential area. | ②

2. **VIBRATION EFFECT:** what will be the effect of the fwy heavier traffic on our building foundation and walls and soil. We are presently suffering from the vibration. | ③

3. **Wall distance:** We support the building of a sound wall at the present fwy- ending border with trees behind it . Our home is build to the end of the property. Will the sound wall be 5 feet away from our residence? What will be the height of the wall? Would it go above our roof? | ④

4. If the wall is so close, How can you make sure that this wall will not one day through an accident or earthquake destroy our property and damage live? | ⑤

5. During the construction phase will any heavy equipment be in Tabor? Or on our property? | ⑥

6. How can you prevent the heavy noise and dust pollution during construction? Please build the wall first. | ⑦

7. Please give us complete detailed information specific to the impact of the project on our property ;during construction and after completion of the project. | ⑧

Thank you for your consideration.

Thabet Girgis
Ellen Girgis

Response to Thabet & Ellen Girgis

1. Please see response to number 16 in Section 9.2.
2. Air studies are done on a regional basis and coordinated with SCAG. This project conforms to SCAG's plans. Please refer to Section 3.4 and Questions 17 and 19 in Section 5.1.
3. Please see response to number 21 in Section 9.2.
4. Current designs reflect the soundwall at 5 feet from your residence with a height of 16 feet. See Layout Sheet L-12 in Appendix D for more information.
5. Soundwalls are constructed to building standards and are expected to withstand major events. Please refer to Section 3.3 and Question 4 in Section 5.1.
6. Prior to construction, the contractor will submit a traffic mitigation plan. At that time, construction staging areas and routes will be known.
7. Please see Question 54 in Section 5.2.
8. During construction, possible equipment noise and dust will be experienced, however, all applicable dust and noise minimizing equipment will be utilized. See Question 54 in Section 5.2 for additional information. At the completion of the project, a soundwall with a height of 16 feet will be approximately 5 feet away from your property.

Letter from Ellen Strenski, Ph.D.

UNIVERSITY OF CALIFORNIA, IRVINE

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

Department of English
and Comparative Literature

Ronald J. Kosinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

435 Humanities Instructional Building
Irvine, CA 92697-2650
(949) 824-6712
FAX (949) 824-2916

Dear Mr. Kosinski,

This is to urge you to move ahead as fast as you can with the proposed HOV lane on the 405 between the 10 and the 90. I live in West Los Angeles (3463 Maier Street, LA 90066-1701), and commute from the Venice Washington exit in Los Angeles to the University of California at Irvine in Orange County several times a week. Luckily I am in a carpool. Otherwise, it would be impossible. Let me add that you should not be discouraged about the slow growth in popularity of the HOV lanes. In my experience, our carpool started with 2 people in 1991. A third joined in 1993; a fourth in 1997, and next year we expect to have a fifth. So it took almost a decade for our carpool to reach its current size. I expect we are typical. In other words, HOV lanes have kept our group off the road in our individual cars for literally hundreds of thousands of miles in the last decade (at 100 miles round trip), thereby reducing particulate emission, saving gasoline, and improving traffic conditions for everyone else, but it has taken almost a decade for us to build up these numbers. Please take the long range view and help us all preserve our environment and sanity. Investments in more HOV lanes today will pay off tremendously in the future.

Sincerely,

A handwritten signature in cursive script that reads "Ellen Strenski".

Ellen Strenski, Ph.D.

Response to Ellen Strenski, Ph.D.

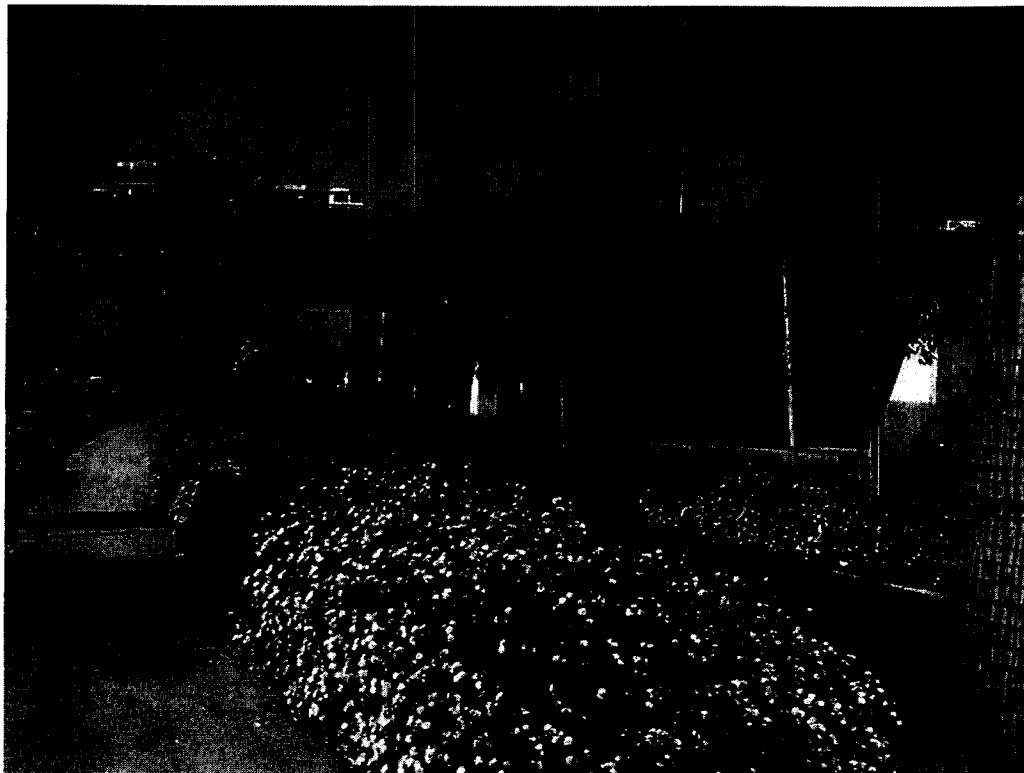
Thank you for your input.

10. *Programmatic Section 4(f)*

High Occupancy Vehicle Construction on Interstate 405
from Interstate 10 (Santa Monica Freeway) to State Route 90 (Marina Freeway)
Located in the Cities of Los Angeles and Culver City

Programmatic Section 4(f) Evaluation

For Federally-Aided Highway Projects with Minor Involvement with
Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges



State of California
Department of Transportation
and
U.S. Department of Transportation
Federal Highway Administration

Pursuant to 49 U.S.C. 303

November 1999

This evaluation has been prepared in accordance with the U.S. Department of Transportation, Federal Highway Administration (FHWA), Final Nationwide Section 4(f) Evaluation and approval for federally aided highway projects with minor involvement with public parks, recreation lands, approved on December 23, 1986 by FHWA's Office of Environmental Policy.

This programmatic Section 4(f) evaluation addresses the construction of a High Occupancy Vehicle (HOV) lane on Interstate 405 (I-405) in the Cities of Los Angeles and Culver City. The project consists of constructing one northbound and one southbound HOV lane from Interstate 10 (I-10) to State Route 90 (SR-90) (Attachment 1).

Section 4(f) of the Department of Transportation Act of 1966 specified that publicly owned land from a park, recreation area, or wildlife or waterfowl refuge, or land from a historic site may be used for Federal Aid highways only if:

1. There is no prudent and feasible alternative to using that land; and
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use

Existing Conditions (see Section 2.2 in the IS/EA)

The existing conditions at the proposed project location consist of ten (10) 3.7 meter (12 feet) lanes with a 3 meter (10 feet) wide outside shoulder separated by a 2.44 meter (8 feet) median with a concrete barrier in the center. Each lane is classified as mixed flow.

High Occupancy Vehicle lanes are planned for the entire I-405 corridor in Los Angeles County. HOV lanes are currently operating on I-405 from the Orange County Line to Interstate 105 (I-105) and from U.S. Route 101 (US-101) to I-5. An HOV from I-105 to SR-90 is in the design phase and an interim HOV lane, southbound only, from US-101 to Waterford Street is in the construction phase, with anticipated opening date of Spring 2005 and Fall 2001, respectively.

Purpose and Need for the Project (see Section 1.3 in the IS/EA)

The proposed project will address safety and circulation issues by improving existing and future traffic operations. Two HOV lanes will be added, one in each direction from the I-10 (Santa Monica Freeway) to the SR-90 (Marina Freeway). The I-405 is one of the most important freeway corridors serving the Los Angeles and Orange County areas. This freeway serves many regional employment centers and is the only north-south freeway west of downtown Los Angeles. This project will relieve anticipated traffic congestion, and will reduce the existing gap in the HOV system along the I-405 corridor.

Modified Alternative 3ab includes ramp consolidation, which will help relieve traffic congestion. Eliminating both the northbound Sawtelle Boulevard on-ramp and off-ramp will improve traffic flow on Sawtelle Boulevard. The addition of a frontage (service) road connecting the southbound Sawtelle Boulevard to Braddock Drive will allow for a consolidation of facilities and improve overall traffic circulation both on the freeway mainline and the surrounding surface streets (Attachment 2).

Description of Section 4(f) Resources

The proposed project Alternative 3b would affect the greenbelt between Culver Boulevard North and Culver Boulevard South, which runs perpendicular to the I-405 (Attachment 3). Culver Boulevard consists of a 48.8-54.9 meter (160-180 feet) right-of-way providing for two 2-way roadways and a greenbelt. The area of the affected greenbelt begins at Corinth Avenue, about 61 meters (200 feet) west of Sawtelle Boulevard in the City of Los Angeles, and continues to Commonwealth Avenue, 76.2 meters (250 feet) east of Sepulveda Boulevard in Culver City, a total distance of 585.2 meters (1,920 feet). Culver Boulevard North provides local access for residents and businesses, while Culver Boulevard South carries through traffic into and out of Culver City. Approximately 9,353.6 square meters (100,681 square feet) of greenbelt lie within the project limits.

The Section 4(f) resource includes two paths that exist within the landscaped greenbelt area, an asphaltic bike path, approximately 3.5 meters (11-12 feet) wide, and an unpaved pedestrian walkway, approximately 2 meters (5-6 feet) wide. The bike path is identified as a Class I Bike Path in the Circulation Element of the Culver City General Plan, and provides for active recreation. The pedestrian walkway, parallel and south of the bike path, provides for passive recreation.

Impact on Section 4(f) Resources

A portion of the bike path, which has an area of 1,973.3 square meters (21,240 square feet), and pedestrian walkway, which has an area of 986.6 square meters (10,620 square feet), will be impacted by traffic mitigation required for Alternative 3b (Attachment 3). However, the impact is considered temporary in nature. The paths will be closed during project construction, however, the amount of time will be minimized. After project construction, the functional replacement of the paths consists of their realignment via a shift to the north with respect to their current location. Therefore, existing uses of both paths and their accessibility to the public are considered to be temporary impacts.

With the reconfiguration of Culver Boulevard, the new overall greenbelt area will be 7,266.8 square meters (78,219 square feet), a reduction of approximately 22 percent of the existing area. However, the overall area of the Section 4(f) resources (bike path and the pedestrian walkway) will remain essentially the same.

Measures to Minimize Harm

The following measures have been selected after consultation with Culver City and Los Angeles officials having jurisdiction over the two paths:

1. Relocation of the bike path and the pedestrian walk way to the north of the realigned Culver Boulevard.
2. Relocation of the two paths will reduce the number of crossings for path users.
3. The paths will be configured such that connectivity outside of these project limits will not be adversely impacted.
4. The greenbelt area will be landscaped after realignment of Culver Boulevard.
5. Any excess land that will not be needed after project construction will be landscaped.

Avoidance Alternatives (see Section 2 in the IS/EA)

No Build (Alternative 1)

The No-Build alternative will not improve the present nor projected congestion problems experienced in the project area. While this alternative would not involve any Section 4(f) property, it would do nothing to correct the deficiencies of the current conditions along the mainline I-405, and be inconsistent with Caltrans' goal of minimizing congestion and maintaining an efficient and effective interregional mobility system.

Minimum Width HOV Facility (Alternative 2)

This alternative would add two HOV lanes, one in each direction and have a 2.8 meter (9 feet) minimal median. While this alternative would not involve any Section 4(f) property, this alternative was rejected in the Project Study Report, and was not studied further.

Ultimate Width HOV Facility (Alternative 3a)

This alternative would also add two HOV lanes, one in each direction; however, this alternative would have a 7.4 meter (24 feet) median. This alternative would not involve any Section 4(f) property. This alternative would not achieve operational enhancements resulting from the freeway ramp consolidation enhancement, such as extending the storage lane for on- and off-ramps. Refer to discussion in Section 2.4 for additional details.

Ultimate Width HOV Facility with Ramp Consolidation (Alternative 3b)

This alternative is the same as Alternative 3a, with the exception that some ramps will require configuration. In this alternative, three ramps will be deleted (northbound Sawtelle Boulevard off- and on-ramp and southbound Braddock Drive on-ramp) and two new ramps will be created (northbound Culver Boulevard off-ramp and southbound Culver Boulevard / Sawtelle Boulevard on-ramp). Traffic mitigation will be needed in order to minimize impacts from the ramp consolidation on local streets. The traffic mitigation includes the realignment of Culver Boulevard such that the existing Culver Boulevard North and Culver Boulevard South will be combined into one facility. Refer to discussion in Section 2.4 for additional details.

Ultimate Width HOV Facility with Ramp Consolidation II (Modified Alternative 3ab)

Modified Alternative 3ab is a refinement of previous alternatives in response to the public comment period. Modified Alternative 3ab is similar to Alternative 3b, however, the Braddock Drive on-ramp will not be closed, and no new on-ramp at Sawtelle. In addition, there will be a frontage (service) road spanning from Sawtelle Boulevard to Braddock Drive. The frontage road will help link motorists from Culver Boulevard to the southbound I-405 Freeway. As with Alternative 3b, Culver Boulevard will need to be reconfigured. Refer to discussion in Section 2.4 for additional details.

Findings

Based upon studies and consultations on the proposed project to date, the following findings are presented:

1. The No-Build alternative would not be feasible or prudent because it would not correct the existing and anticipated congestion.
2. Alternative 2 has been eliminated from further study, as there are many non-standard design features associated with this alternative.
3. Alternative 3a does not address the Consolidation of the Ramps near Culver Boulevard. This alternative is still considered a viable alternative, and has not been ruled out at the Draft Environmental Document stage. However, this alternative does not achieve the full scope of the purpose and need for this project.
4. Alternative 3b has geometric constraints along Sawtelle Boulevard. In addition, design criteria for the new hook on-ramp at Sawtelle Boulevard was not in conformance with Caltrans Design Specifications.

It is therefore determined that there is no feasible and prudent alternative to the proposed project.

Coordination

The Cities of Culver City and Los Angeles have been supportive of this project (Attachment 4).

Applicability of Programmatic Section 4(f)

The project is proposed to correct deficiencies that exist within the project's limits. The proposed project meets the criteria for the programmatic Section 4(f) in that:

1. The project involves improvement of an existing highway on the same alignment.
The project will widen the freeway, maintaining the same general alignment.
2. The Section 4(f) lands are publicly owned public parks, recreation areas, etc., located adjacent to the existing highway.
The publicly owned property (City of Culver City and Los Angeles Metropolitan Transportation Authority) consists of recreational facilities (bike path and a pedestrian walkway) within the greenbelt. The greenbelt is located between Culver Boulevard North and Culver Boulevard South, which is roughly perpendicular to the mainline of the I-405.
3. The amount and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or in part, for its intended purpose.

The area of the bike path is approximately 2,140 square meters (23,040 square feet), and approximately 3.5 meters (11-12 feet) wide. The area of the pedestrian walkway is approximately 11,520 acres, and approximately 2 meters (5-6 feet) wide. The impacted sections of the paths are approximately 585.2 meters (1,920 feet) long. The total existing trail area is approximately 34,560 square meters (8.5 acres). This total amount of land does not exceed 40,468.7 square meters (10 acres) of the Section 4(f) site.

Because the size of the Section 4(f) site is less than 40,468.7 square meters (10 acres), 10 percent of that area (1 acre max) falls under programmatic Section 4(f) evaluation. The Federal Highway Administration has jurisdiction over the Section 4(f) land, and concurs with this determination.

4. The proximity impacts of the project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.

The proximity of the project will not impact the use of the remaining Section 4(f) lands. The paths will be temporarily impacted via closure during project construction, however, the time will be minimized to the greatest extent possible. After project construction, the paths will be realigned via a shift to the north with respect to the current greenbelt location. Therefore, existing uses of both paths and their accessibility to the public are considered to be temporary impacts.

5. The officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the Section 4(f) lands.

A letter from both the City of Culver City and the Los Angeles Metropolitan Transportation Authority concurring with the proposed realignment of the bike path and the pedestrian walkway is located in Attachment 4.

6. This programmatic evaluation does not apply to projects for which an environmental impact statement (EIS) is prepared.

No EIS was prepared for this project.

Approval

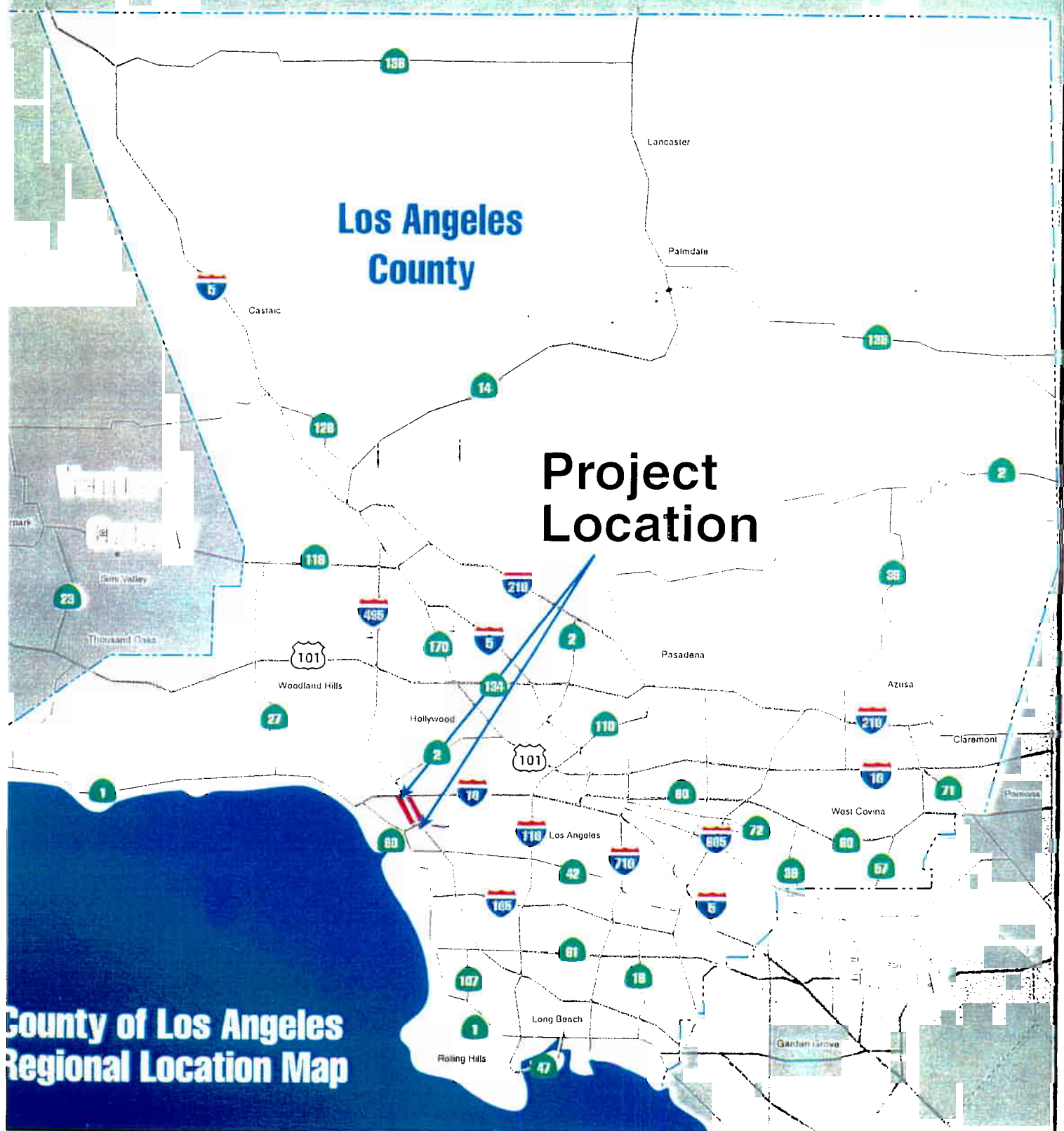
This programmatic Section 4(f) evaluation has been prepared for the construction of a HOV project on I-405 from I-10 to SR-90 in the Cities of Culver City and Los Angeles. The FHWA Division Administrator agrees that:

1. It has been determined that the project meets the applicability criteria set forth above;
2. It has been determined that all of the alternatives set forth in the Findings section have been fully evaluated;

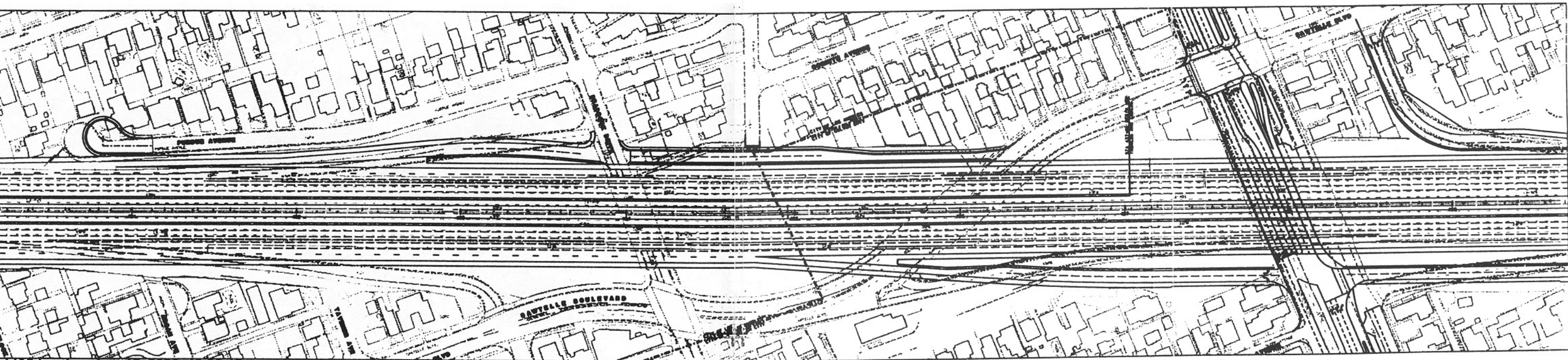
3. It has been determined that the findings in this document (which conclude that there are no feasible and prudent alternatives to the use of the publicly owned public park, recreation area, or wildlife or waterfowl refuge) are clearly applicable to the project;
4. It has been determined that the project complies with the Measures to Minimize Harm section of this document;
5. It has been determined that coordination called for in this programmatic evaluation has been successfully completed;
6. It has been assured that the measures to minimize harm will be incorporated into the project; and
7. It has been documented that the project file clearly identifies the basis for the above determinations and assurances.

Attachments

1. Project Location Map (Figure 1 of the IS/EA)
2. Overview of Project Layout for Alternative 3b
3. Proposed Realignment of Bike Path and Pedestrian Walkway
4. Letters of Support from City of Los Angeles and City of Culver City



10/01/98 • Eviron plan location maps





REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF OKLAHOMA
10427



LAYOUT
(Mod 3ab)
CULVER-1

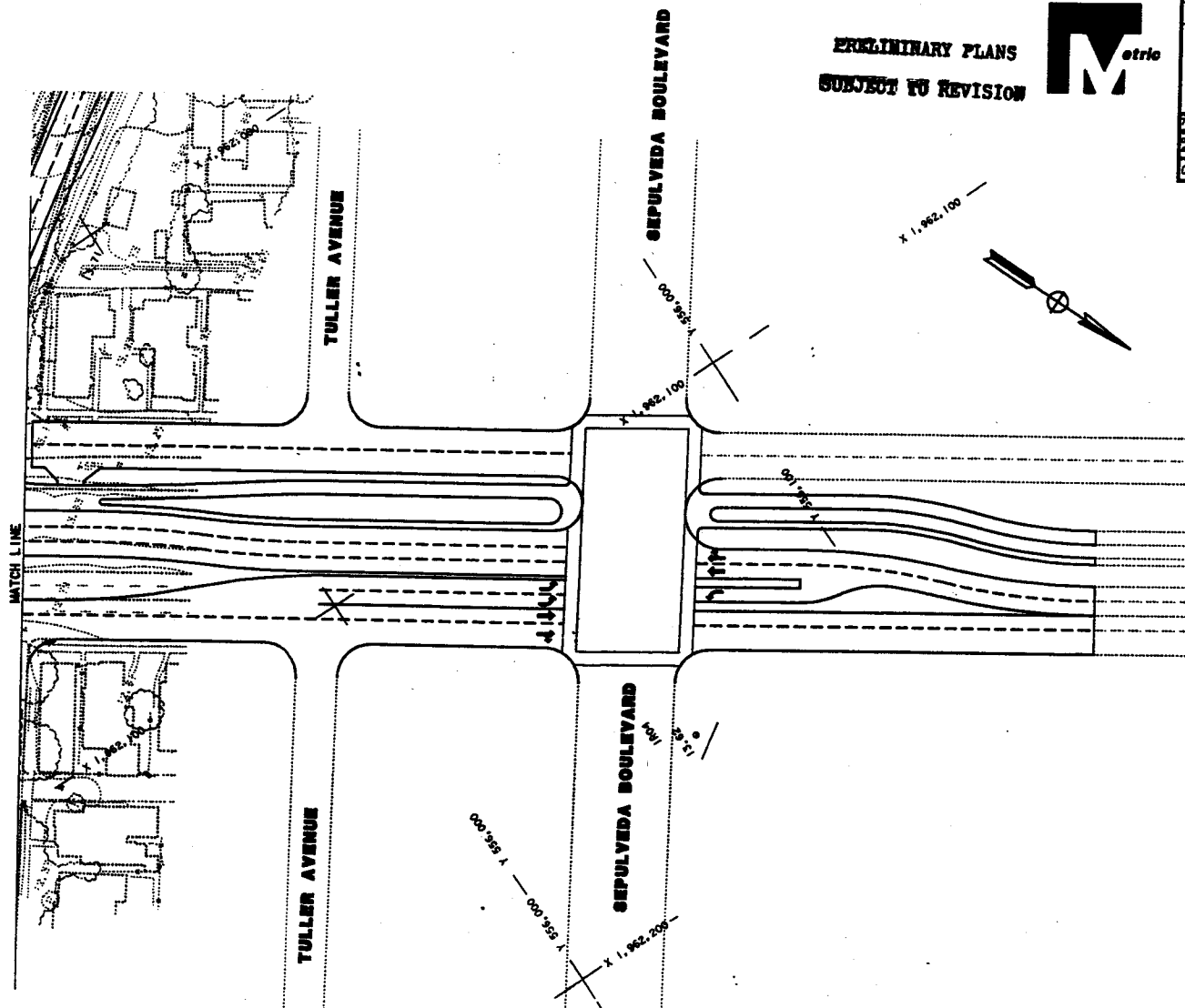
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| DGN FILE => REQUEST

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| 3A | CCCCCO |
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PRELIMINARY PLANS
SUBJECT TO REVISION



| DIST. | COUNTY | ROUTE | KILOMETER PROJECT TOTAL | SHEET NO. | TOTAL SHEETS |
|-------|--------|-------|-------------------------|-----------|--------------|
| | | | | | |

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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LAYOUT
(Mod 3ab)
CULVER-2

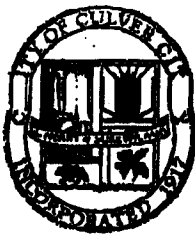
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IGN FILE -> REQUEST

CU 00000

EA 000000



ADMINISTRATIVE OFFICE

Attachment 4

CITY OF CULVER CITY

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

MARK H. WINOGROND
Chief Administrative Officer
City of Culver City

Tel: 253-6000
Fax: 253-6010

Executive Director
Culver City Redevelopment Agency

October 21, 1999

Ms. Cindy T. Quon
District Division Chief
Program & Project Management
District 7
120 South Spring Street
Los Angeles, CA 90012

**SUBJECT: ROUTE 405 HOV WIDENING AT CULVER BOULEVARD
SAN DIEGO FREEWAY HOV - 07223-117890**

Dear Ms. Quon:

This letter is to confirm our support of the proposed Route 405 Freeway Ramp relocations and the necessary reconfiguration of the Culver Boulevard Bikepath/Walkway adjacent to the freeway.

The City of Culver City/Culver City Redevelopment Agency own the existing 60-foot-wide landscaped bikepath/walkway property in fee. We also maintain this area at our costs. We understand and support the narrowing, in some locations, of the landscaped area in order to provide for freeway ramps.

We believe the proposed improvements will alleviate existing traffic problems in this area, improve access to and from the San Diego Freeway, and enable us to better accommodate pedestrians and cyclist traveling through the area. Consequently, our City Council has asked us to work with you to develop the necessary freeway ramp and Culver Boulevard improvements.

We also look forward to working with Caltrans in developing freeway soundwalls whose design will further enhance the area.

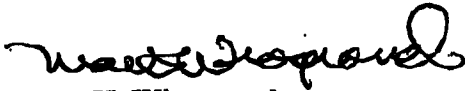
Ms. Cindy T. Quon

October 21, 1999

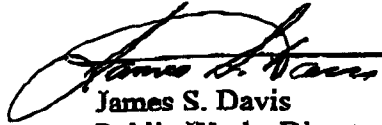
Page 2

If you have any questions, please feel free to contact Max Paetzold Traffic Engineering Manager, at (310) 253-5633, or Jim Davis at (310) 253-5630.

Sincerely,



Mark H. Winogrand
Chief Administrative Officer
and
Executive Director
Culver City Redevelopment Agency



James S. Davis
Public Works Director and City Engineer

JSD:ra

copies: Mayor and Members of the City Council
David Shissler, Deputy Public Works Director/Engineering Services
Max Paetzold, Traffic Engineering Manager
Haripal Vir, LADOT

FRANCES T. BANERJEE
GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
TRANSPORTATION
221 N. FIGUEROA STREET, SUITE 500
LOS ANGELES, CA 90012
(213) 580-1177
FAX: (213) 580-1188

October 21, 1999

Robert Sassaman, Acting District Director
Caltrans District 7
120 S. Spring Street
Los Angeles, California 90012

Dear Mr. Sassaman:

**HOV PROJECT ON I-405 FROM STATE ROUTE 90 TO STATE ROUTE 10 - CULVER
BOULEVARD INTERCHANGE**

We appreciate the opportunity to work with your staff during development of the project to construct High Occupancy Vehicle (HOV) Lanes on the I-405 Freeway from State Route 90 to State Route 10, which involves freeway widening and ramp realignments. At joint meetings regarding this project, the City of Culver City has requested that the Culver Boulevard ramps to the I-405 Freeway be realigned, and that Culver Boulevard itself be widened to facilitate safe and efficient access to and from the Freeway, and reduce vehicular intrusion into the adjacent residential neighborhoods.

We have reviewed the design for ramp relocations at Culver Boulevard as proposed by Culver City in their letter dated October 6, 1999. The design requires minor modifications to the bike path and the associated landscaping within the City of Los Angeles, just westerly of the Culver City boundary. The bikepath within the City of Los Angeles was developed on right-of-way owned by the MTA under a license agreement, which will need to be modified to accommodate the proposed changes.

We fully support the necessary design modifications to improve traffic operations at the interchange, and will gladly process any amendments which may be required to the freeway agreement and the license agreement with MTA.

Sincerely,



Frances T. Banerjee
General Manager

c: James S. Davis, City of Culver City
Max Paetzold, City of Culver City
John E. Fisher
Haripal S. Vir
Kathleen Sanchez, MTA

Attachment

Appendix A – List of Acronyms

List of Acronyms

| | |
|-----------------|---|
| ACOE | U.S. Army Corps of Engineers |
| ADT | Average Daily Traffic |
| AADT | Annual Average Daily Traffic |
| APE | Area of Potential Effect |
| APEFZA | Alquist-Priolo Earthquake Fault Zoning Act |
| AQMP | Air Quality Management Plan |
| ASR | Archaeological Survey Report |
| dBA | Measurement unit for noise traffic |
| CAA | California Air Act |
| CAAQS | California Ambient Air Quality Standards |
| Caltrans | California Department of Transportation |
| CDFG | California Department of Fish and Game |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CO | Carbon Monoxide |
| EA | Environmental Assessment |
| EPA | U.S. Environmental Protection Agency |
| ETW | Edge of Traveled Way |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Plan |
| HOV | High Occupancy Vehicle |
| HPSR | Historic Property Survey Report |
| IS | Initial Study |
| ISA | Initial Site Assessment |
| LAMTA | Los Angeles County Metropolitan Transportation Authority |
| LARTS | Los Angeles Regional Transportation System |
| LARWQCB | Los Angeles Regional Water Quality Control Board |
| LAX | Los Angeles International Airport |
| Leq | Unit that measures equivalent sound levels by energy output per hour |
| LOS | Level of Service |
| MIS | Major Investment Study |
| MVkm | Million Vehicle Kilometers |
| MVM | Million Vehicle Miles |
| NAAQS | National Ambient Air Quality Standards |

List of Acronyms (continued)

| | |
|------------------------|--|
| NEPA | National Environmental Policy Act |
| NHS | National Highway System |
| O₃ | Ozone |
| PM₁₀ | Fine Particulate Matter |
| PS & E | Plans, Specifications and Estimates |
| PSR | Project Study Report |
| R/W | Right-of-Way |
| RAP | Relocation Assistance Program |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| SCAG | Southern California Association of Governments |
| SFR | Single Family Residence |
| SHPO | State Office of Historic Preservation |
| STIP | State Transportation Improvement Program |
| TASAS | Traffic Accident Surveillance and Analysis System |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| TMP | Traffic Management Plan |
| TOPS | Traffic Operations Strategies |
| vph | Vehicles per Hour |
| WPCP | Water Pollution Control Plan |

Appendix B – Layout Sections of Ultimate Width HOV Facility (Alternative 3a)

SOUNDWALL SCHEDULE

| 8W NO | LOCATION/STA | DIRECTION | WALL HEIGHT (m) |
|-------|--|-----------|-----------------|
| 1 | CONN "C" STA 22+07 TO RAMP "D" STA 33+90 | N/B | 4.27 |
| 2 | FWY STA 432+40 TO FWY STA 437+20 | N/B | 4.27 |
| 3 | RAMP "E" STA 35+70 TO FWY STA 440+00 | N/B | 4.27 |
| 4 | RAMP "F" STA 39+00 TO RAMP "F" STA 41+94 | N/B | 3.66 |
| 5 | FWY STA 444+40 TO RAMP "G" STA 6+95 | N/B | 4.27 |
| 6 | FWY STA 449+80 TO FWY STA 452+10 | N/B | 3.66 |
| 7 | FWY STA 452+00 TO FWY STA 453+00 | N/B | 4.88 |
| 8 | FWY STA 453+00 TO FWY STA 455+00 | N/B | 4.27 |
| 9 | FWY STA 455+00 TO FWY STA 458+62 | N/B | 4.88 |
| 10 | CONN "P" STA 76+20 TO CONN "P" STA 79+20 | N/B | 3.66 |
| 11 | CONN "O" STA 21+60 TO FWY STA 426+00 | S/B | 3.66 |
| 12 | FWY STA 426+00 TO RAMP "N" STA 33+70 | S/B | 4.27 |
| 13 | FWY STA 432+70 TO FWY STA 440+00 | S/B | 4.27 |
| 14 | RAMP "M" STA 39+40 TO FWY STA 444+00 | S/B | 3.66 |
| 15 | FWY STA 444+00 TO RAMP "L" STA 6+85 | S/B | 4.27 |
| 16 | RAMP "K" STA 8+30 TO FWY STA 452+10 | S/B | 4.27 |
| 17 | FWY STA 451+95 TO FWY STA 452+75 | S/B | 4.88 |
| 18 | FWY STA 452+75 TO FWY STA 454+77 | S/B | 4.27 |
| 19 | FWY STA 454+77 TO FWY STA 458+83 | S/B | 4.88 |
| 20 | FWY STA 459+10 TO FWY STA 460+10 | S/B | 4.88 |
| 21 | FWY STA 460+10 TO FWY STA 464+85 | S/B | 4.27 |
| 22 | FWY STA 470+20 TO FWY STA 472+00 | S/B | 4.27 |
| 23 | FWY STA 472+00 TO FWY STA 473+40 | S/B | 3.66 |

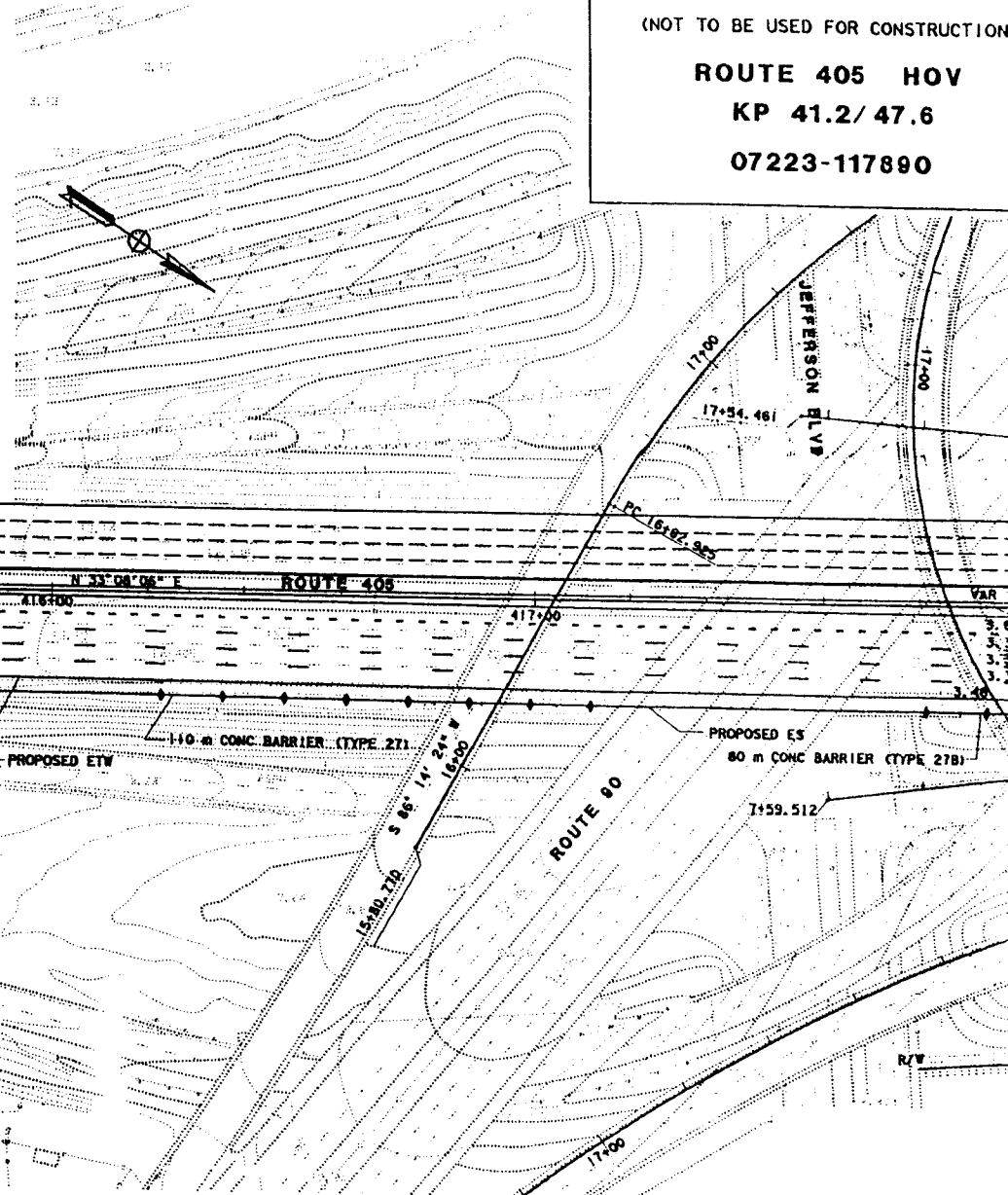
PRELIMINARY PLAN

(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



LAYOUT
SCALE: 1:1000

| NO | R | Δ | T | L |
|-----|----------|-------------|--------|--------|
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| (2) | 914.400 | 04° 31' 44" | 36.158 | 72.279 |

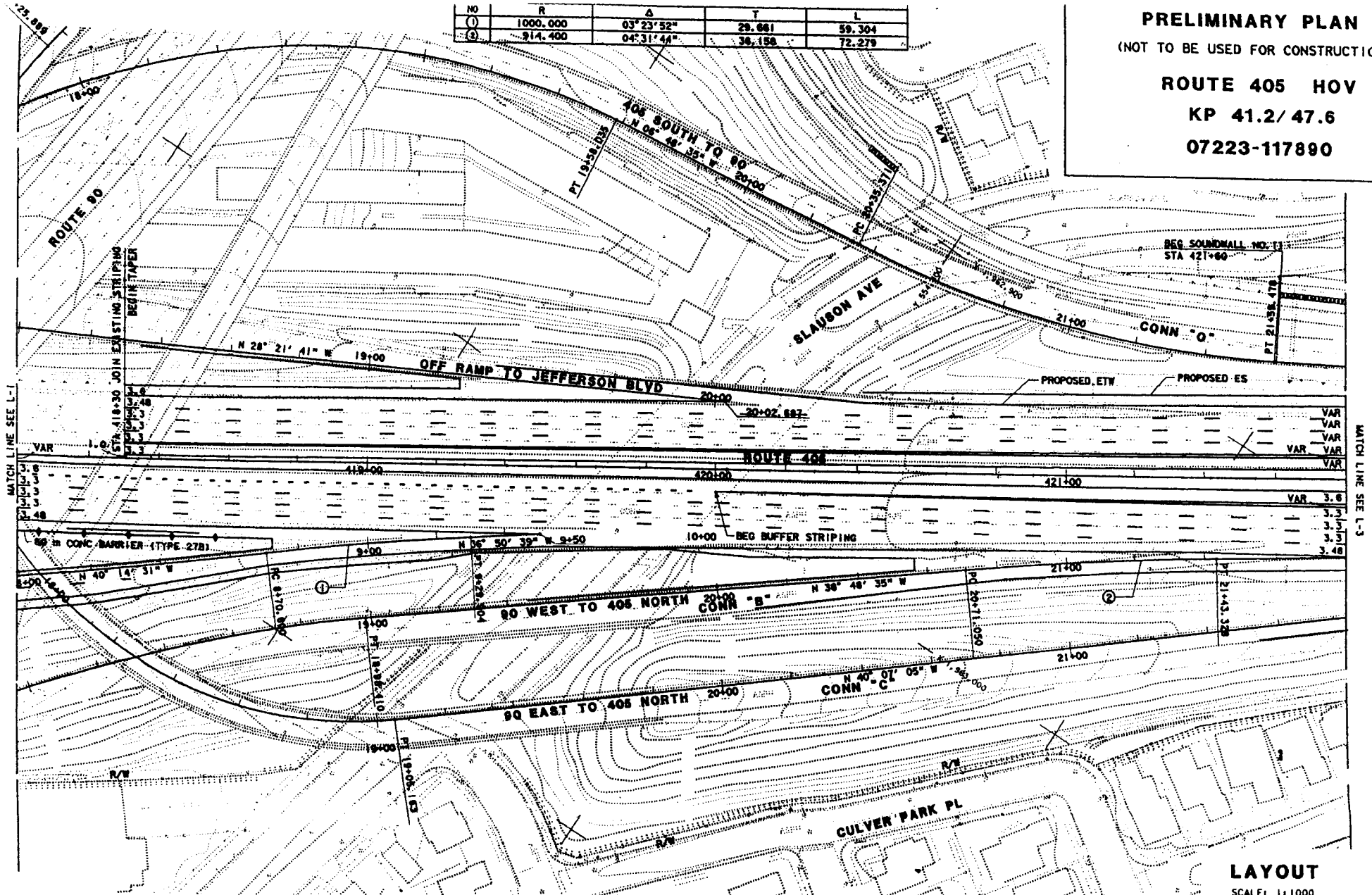
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(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890

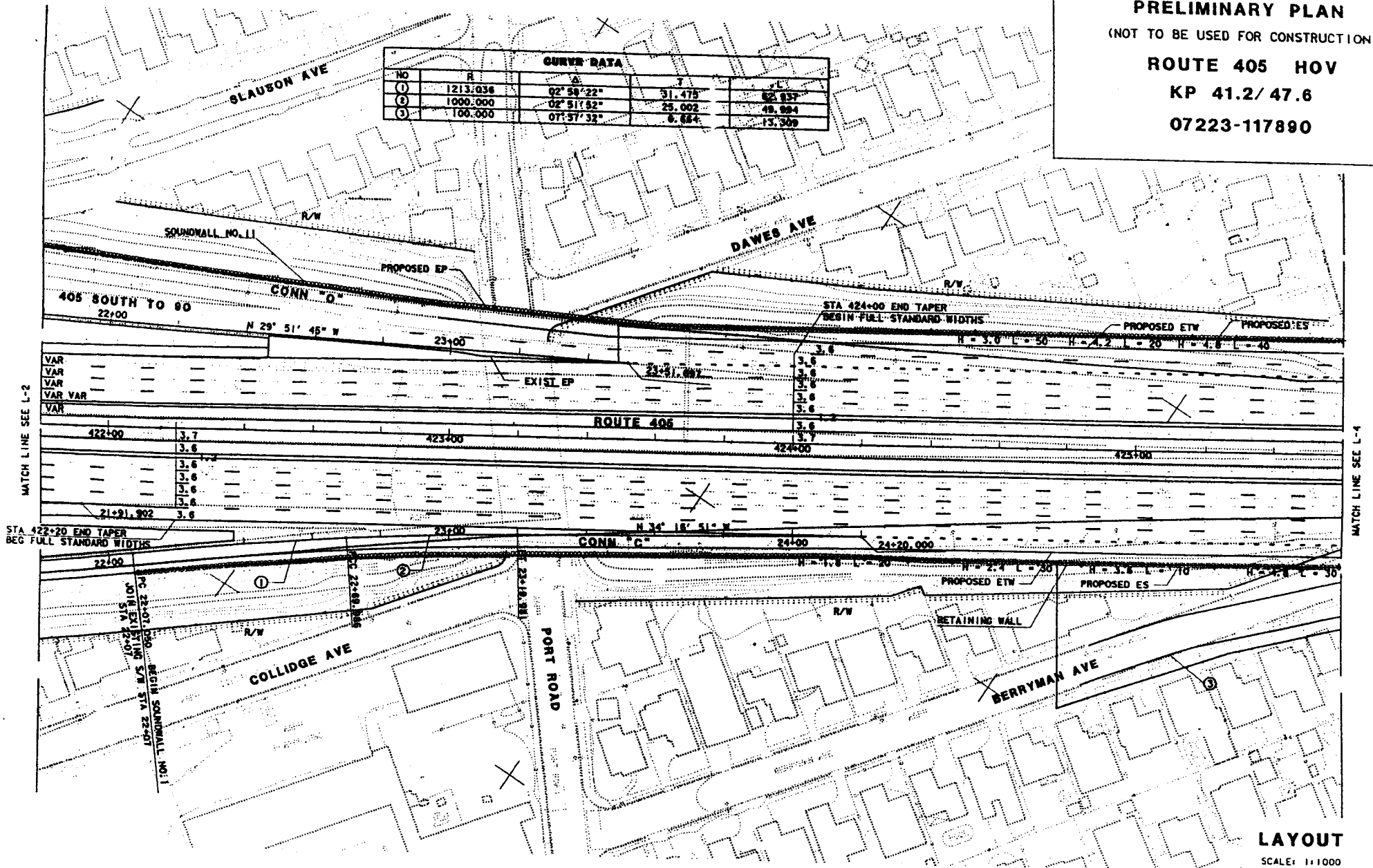


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PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)

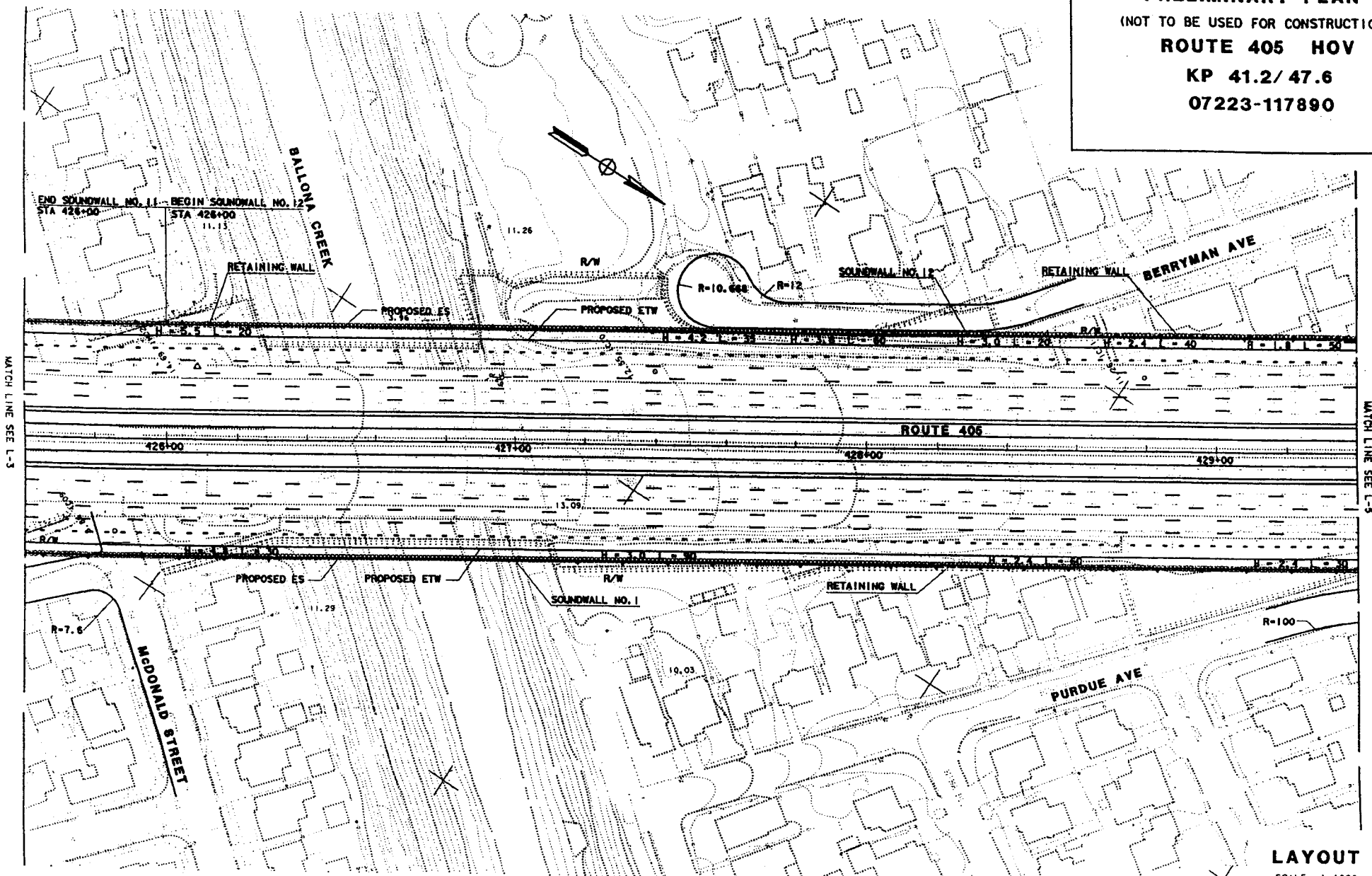
ROUTE 405 HOV
KP 41.2/47.6
07223-117890

| CURVE DATA | | | | |
|------------|----------|-------------|--------|--------|
| NO | R | Δ | T | L |
| ① | 1213.036 | 02° 58' 22" | 31.475 | 52.937 |
| ② | 1000.000 | 02° 51' 52" | 25.002 | 49.994 |
| ③ | 100.000 | 07° 57' 32" | 6.654 | 13.309 |



LAYOUT
SCALE: 1"=100'

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/ 47.6
07223-117890



LAYOUT
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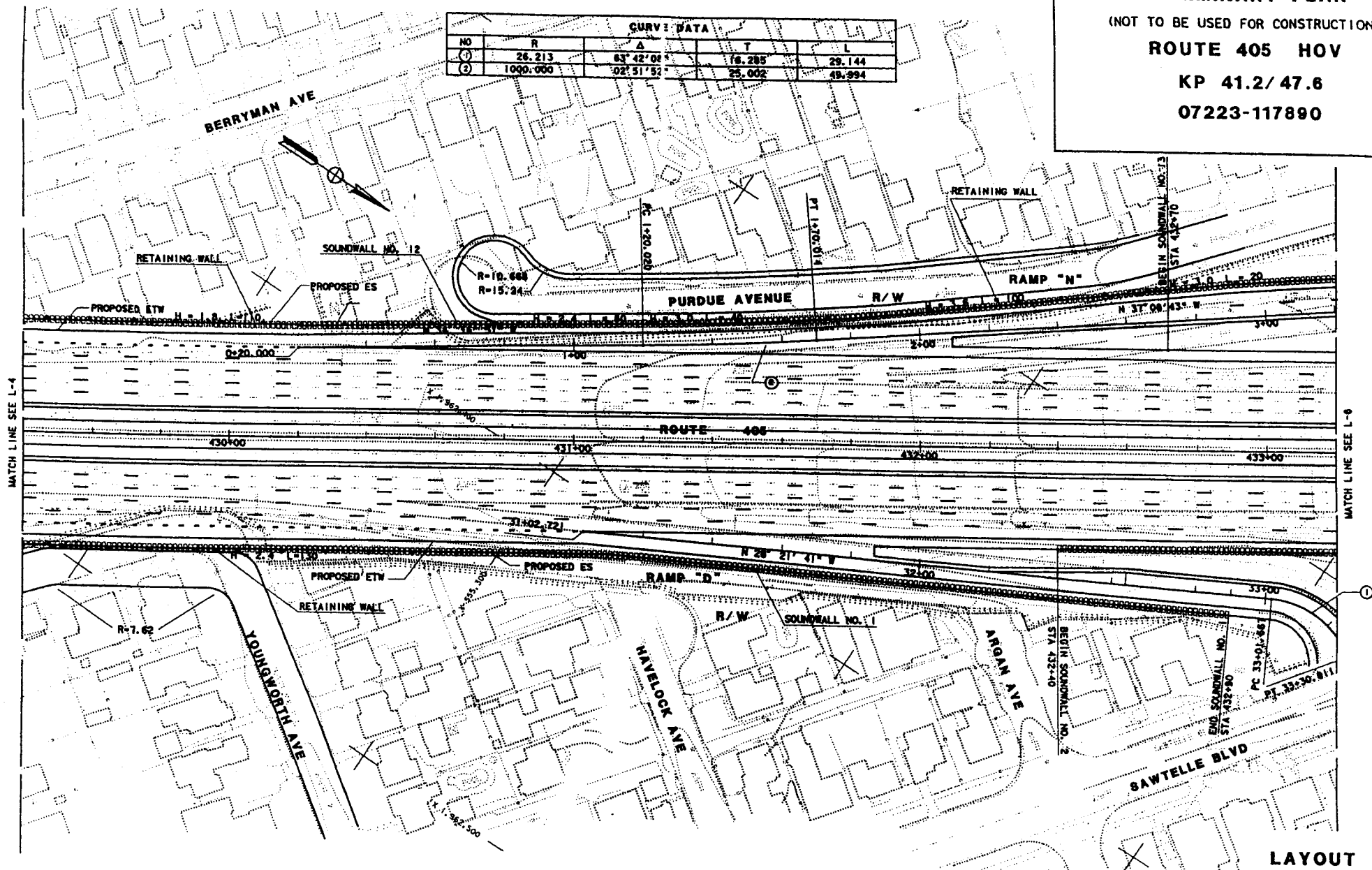
PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890

| CURVE DATA | | | | |
|------------|----------|-------------|--------|--------|
| NO | R | Δ | T | L |
| ① | 26.213 | 83° 42' 08" | 76.285 | 29.144 |
| ② | 1000.000 | 02° 51' 52" | 25.002 | 49.994 |



LAYOUT
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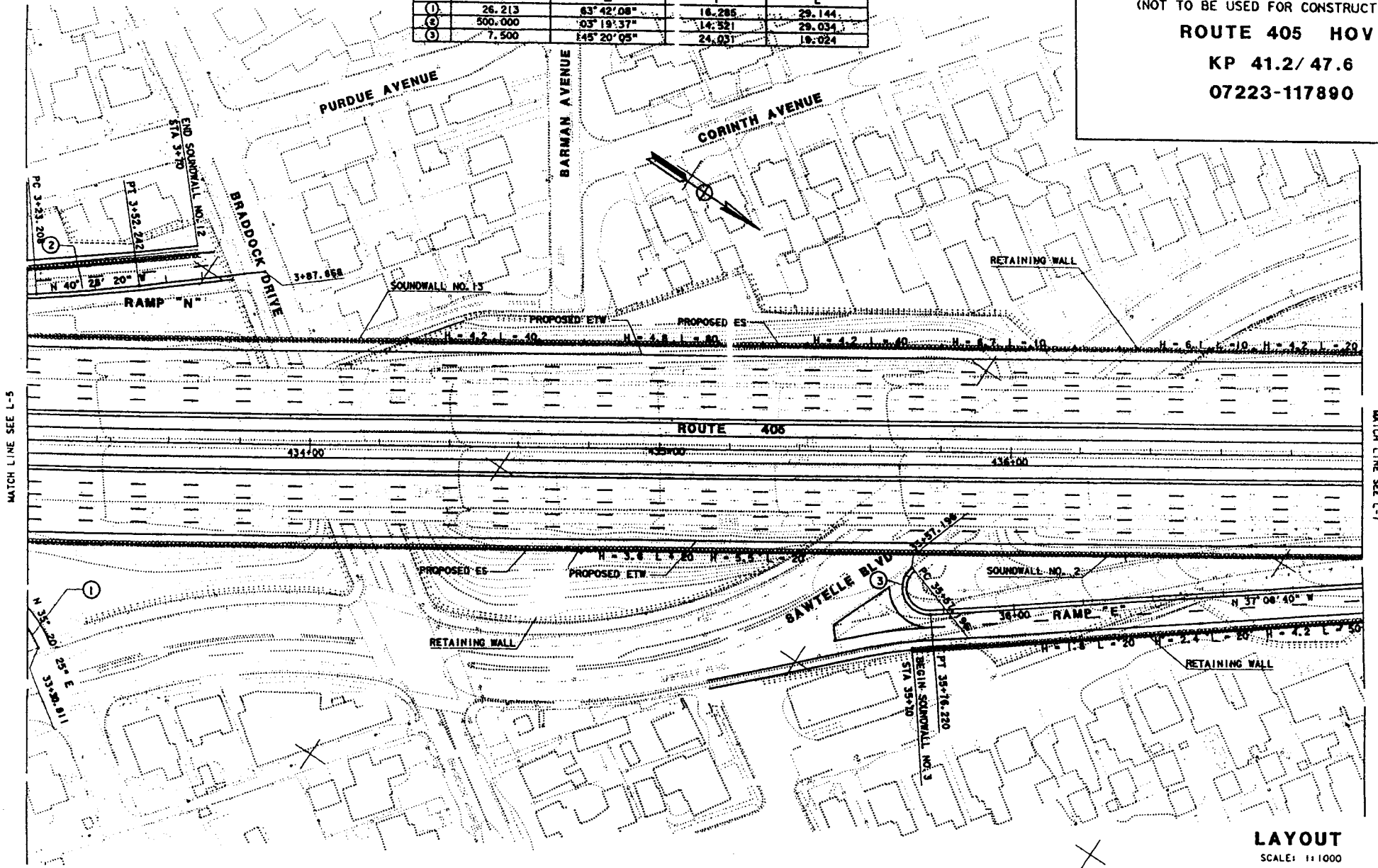
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|------------|---------|------------|--------|--------|
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| (1) | 26.213 | 83°42'08" | 18.285 | 29.144 |
| (2) | 500.000 | 03°19'37" | 14.521 | 29.034 |
| (3) | 7.500 | 145°20'05" | 24.031 | 18.024 |

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



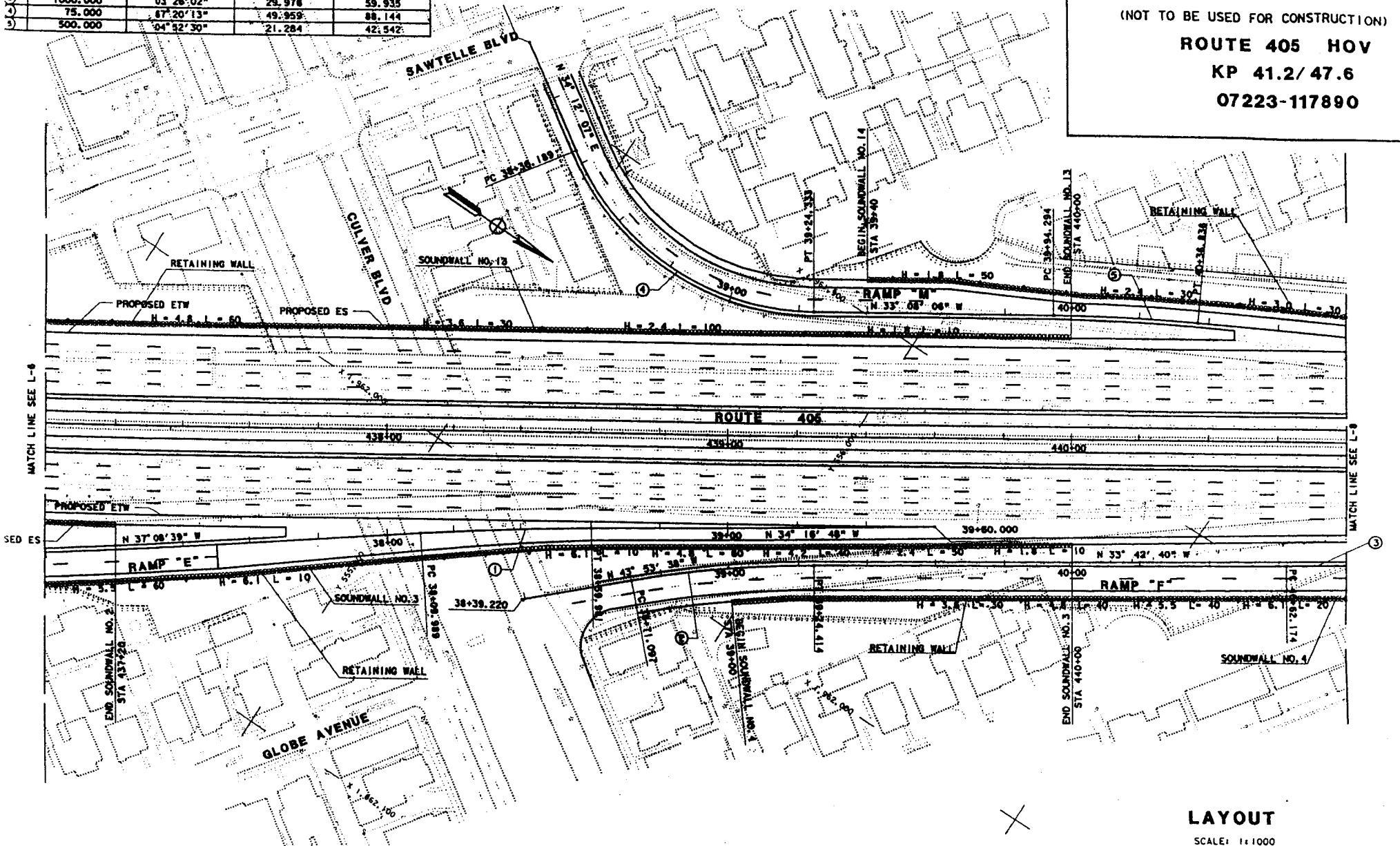
MATCH LINE SEE L-5

MATCH LINE SEE L-7

LAYOUT
SCALE: 1"=100'

| | | | | |
|---|----------|-----------|--------|--------|
| 1 | 1000.000 | 02°51'52" | 25.001 | 49.992 |
| 2 | 300.000 | 10°10'58" | 28.729 | 53.317 |
| 3 | 1000.000 | 03°28'02" | 29.978 | 59.935 |
| 4 | 75.000 | 87°20'13" | 49.959 | 88.144 |
| 5 | 500.000 | 04°32'30" | 21.284 | 42.542 |

PRELIMINARY PLAN
 (NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/47.6
07223-117890



LAYOUT
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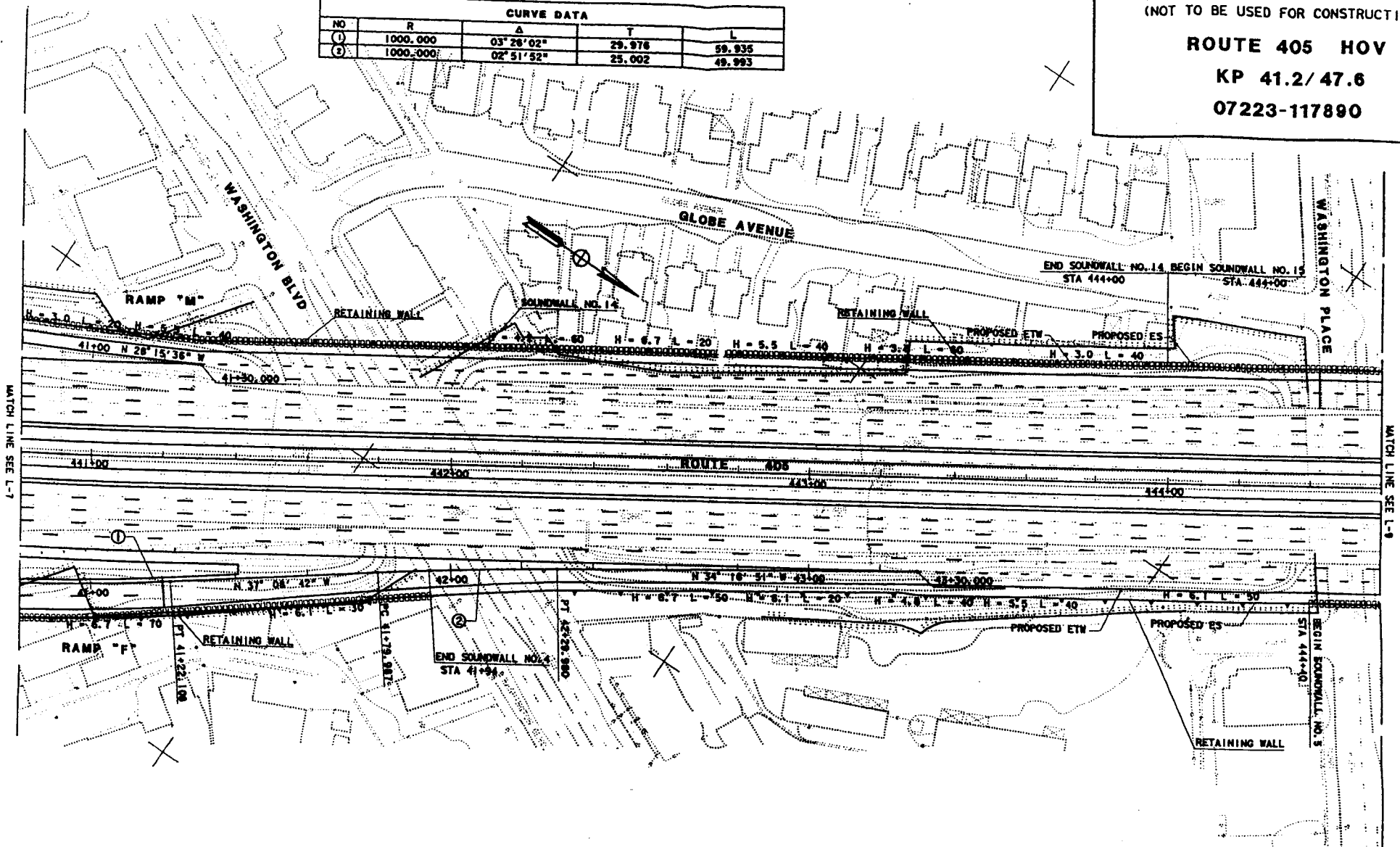
PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890

| CURVE DATA | | | | |
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| NO | R | Δ | T | L |
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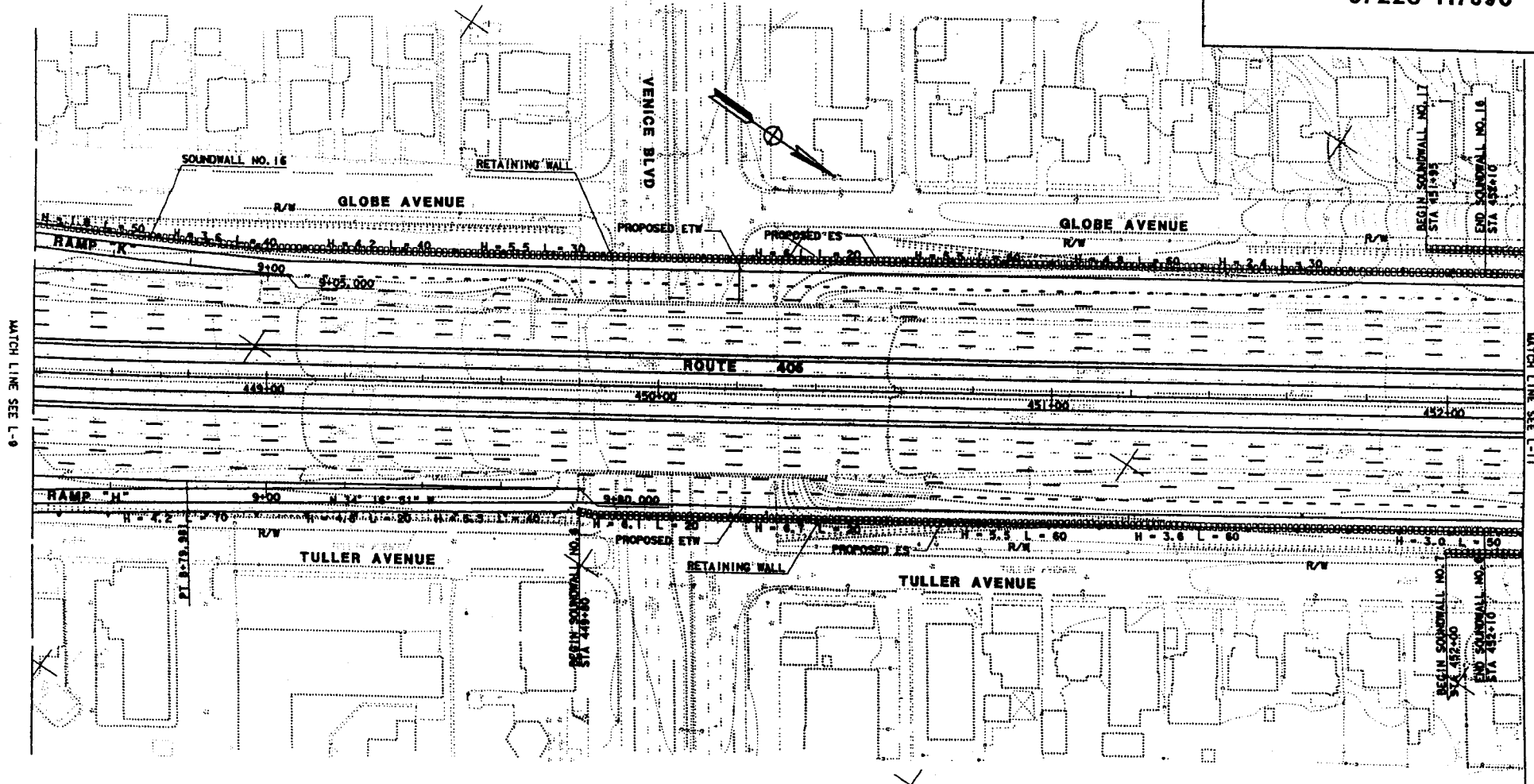


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ROUTE 405 HOV

KP 41.2/ 47.6

07223-117890



MATCH LINE SEE L-9

MATCH LINE SEE L-11

LAYOUT
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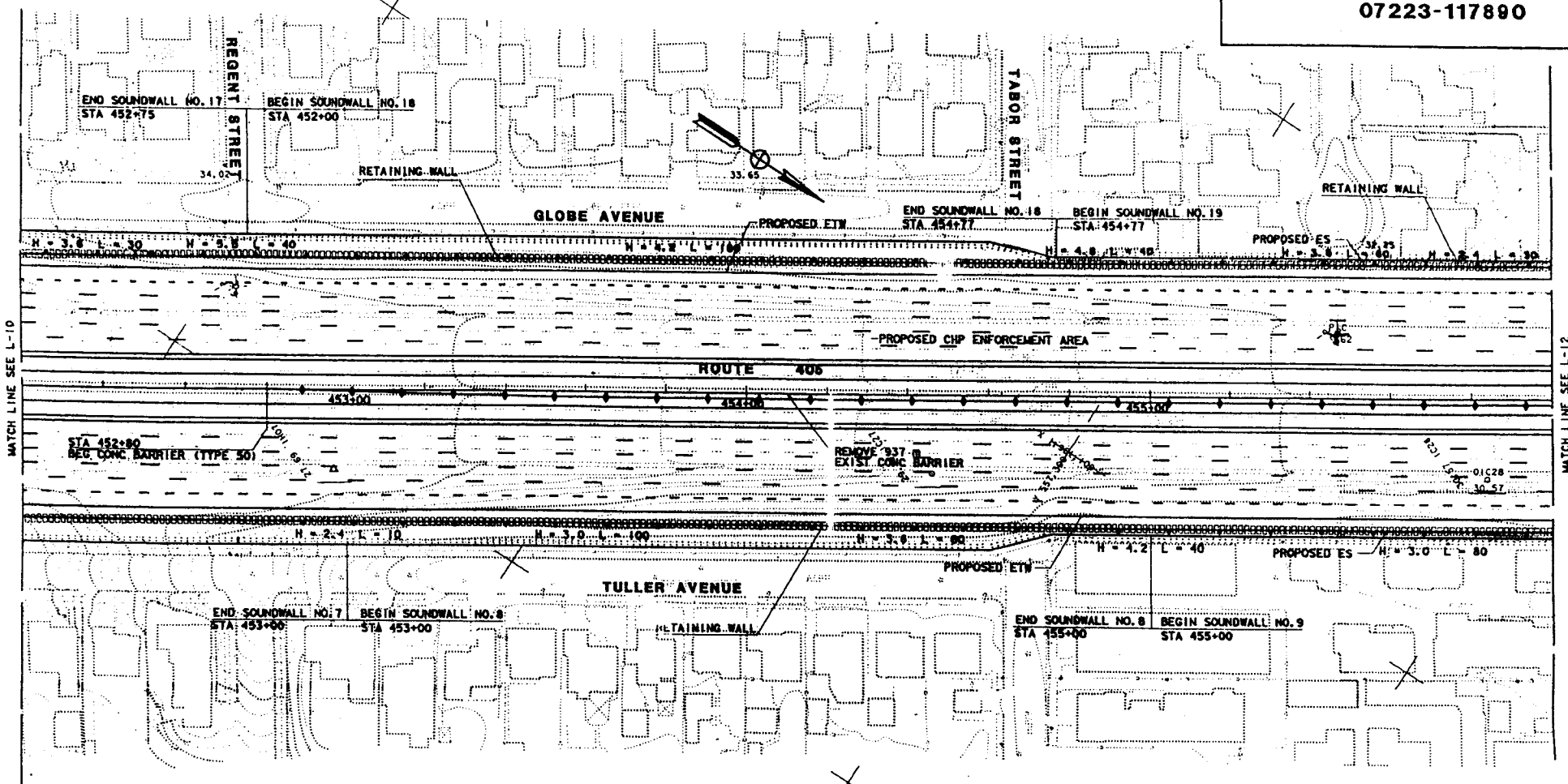
PRELIMINARY PLAN

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ROUTE 405 HOV

KP 41.2/47.6

07223-117890



LAYOUT

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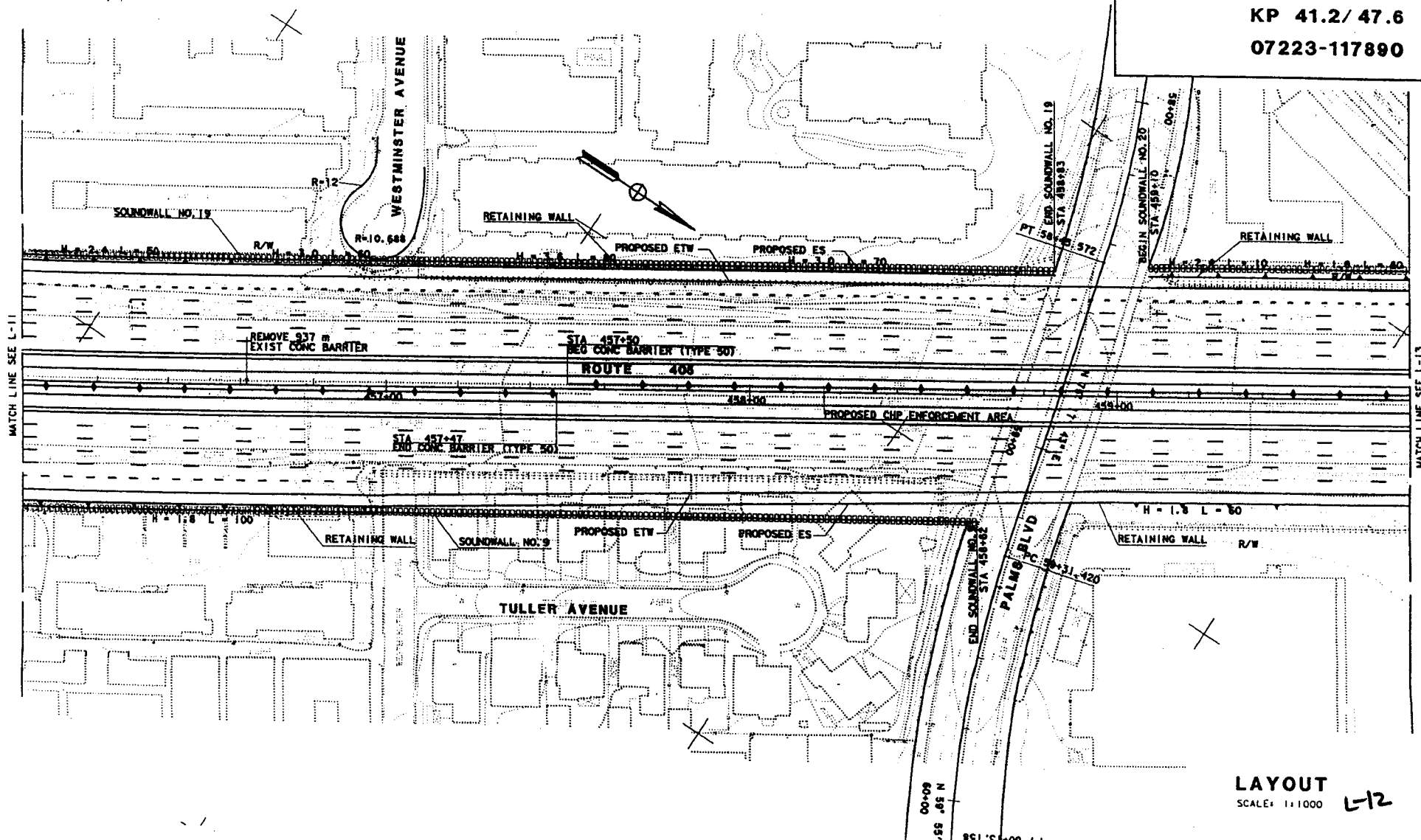
PRELIMINARY PLAN

(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



LAYOUT
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L-12

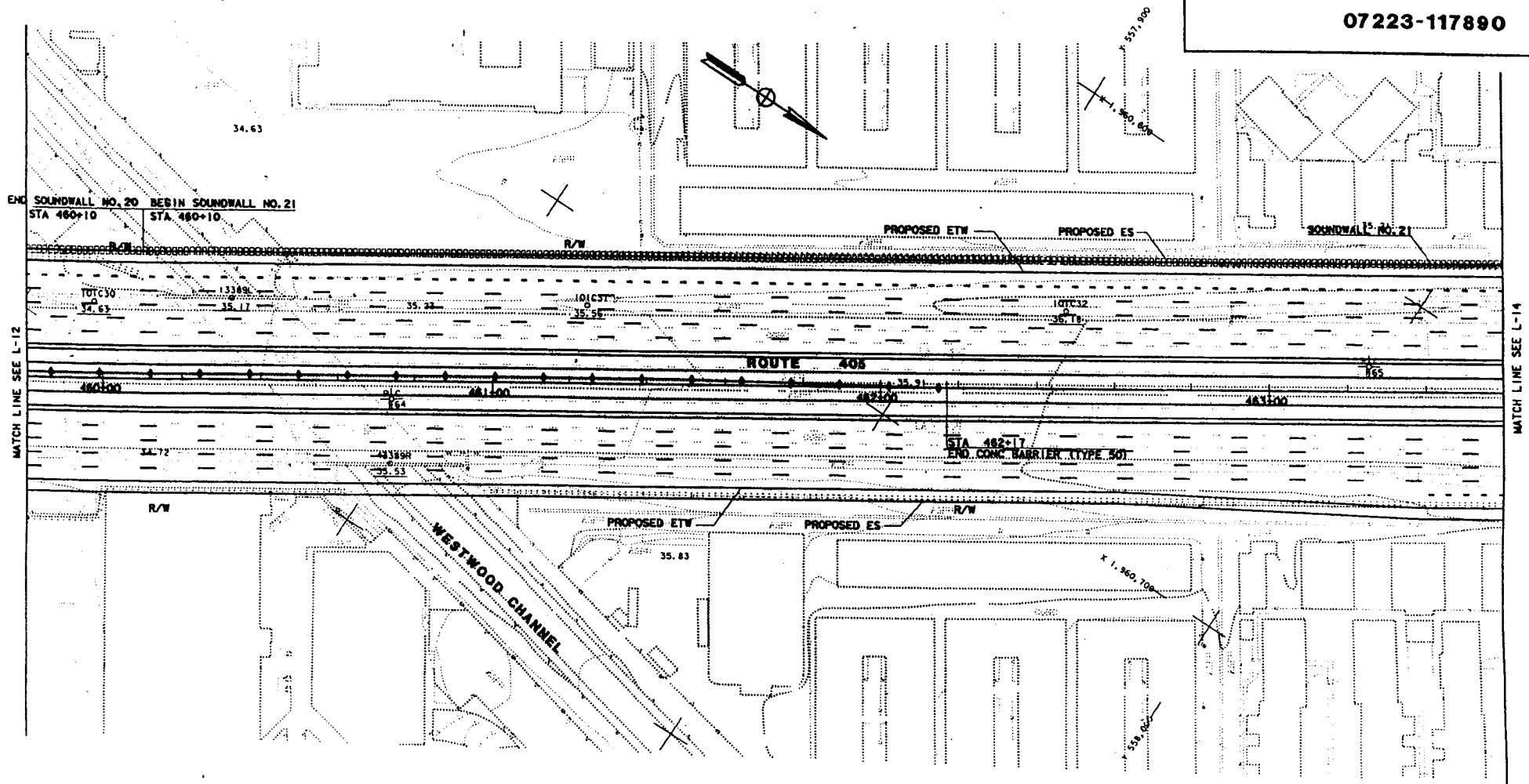
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(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



LAYOUT

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| CURVE DATA | | | | |
|------------|----------|-----------|--------|---------|
| NO | R | Δ | T | L |
| ① | 300.000 | 02°59'12" | 7.821 | 15.638 |
| ② | 1070.458 | 03°56'01" | 36.760 | 73.492 |
| ③ | 500.000 | 05°18'11" | 23.156 | 46.278 |
| ④ | 301.142 | 08°45'13" | 23.049 | 46.009 |
| ⑤ | 1750.000 | 04°47'10" | 73.135 | 146.185 |

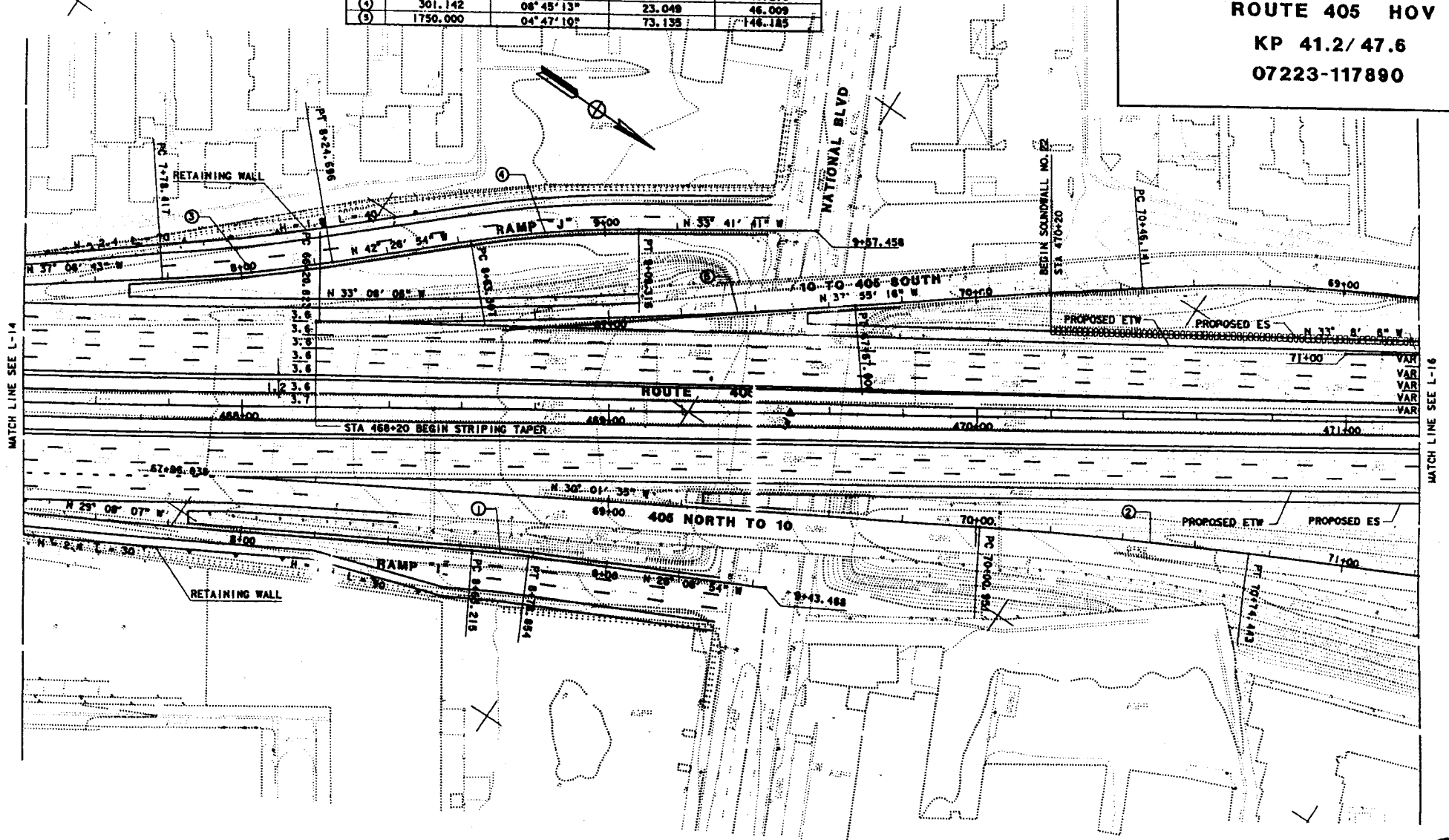
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(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



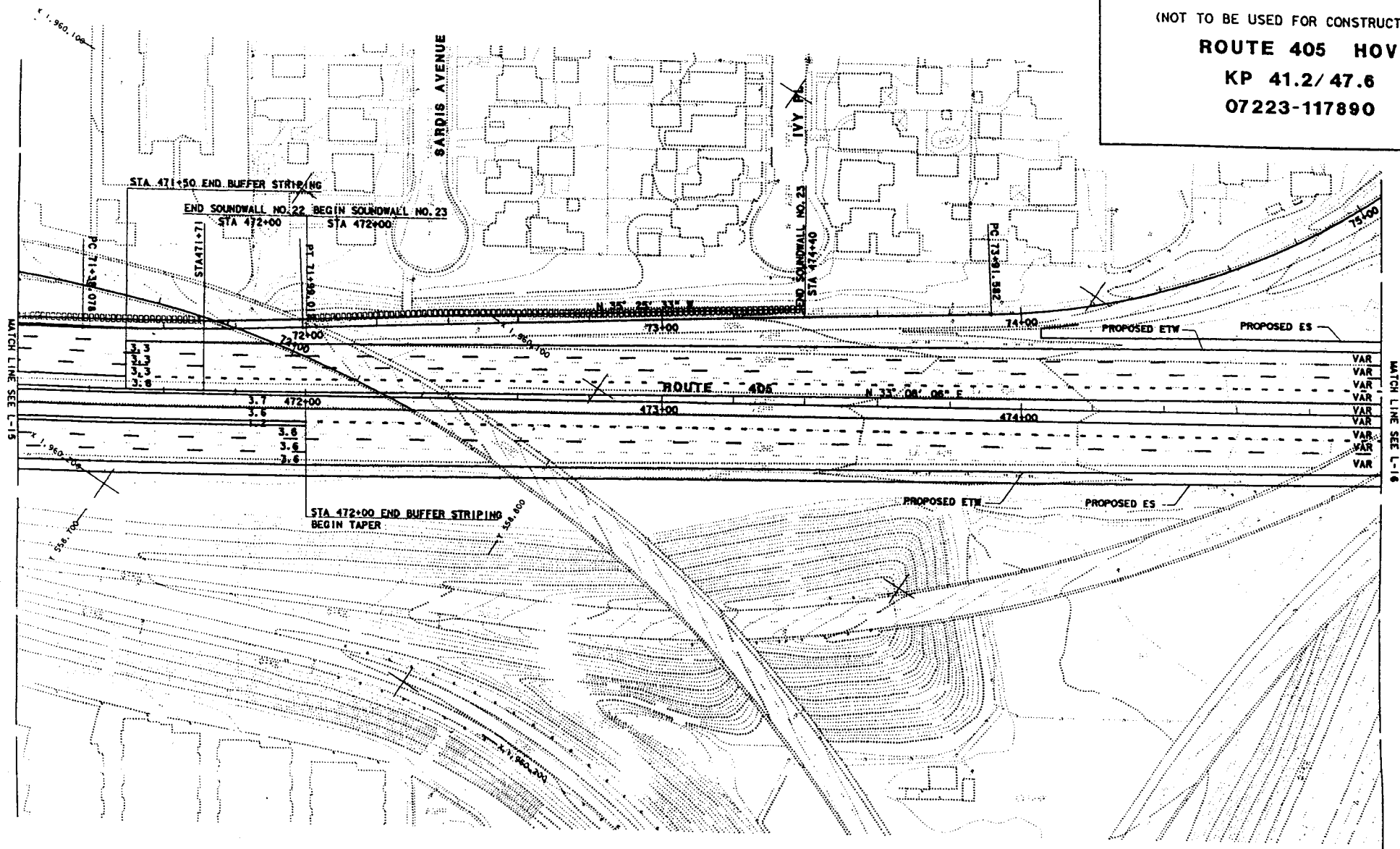
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PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

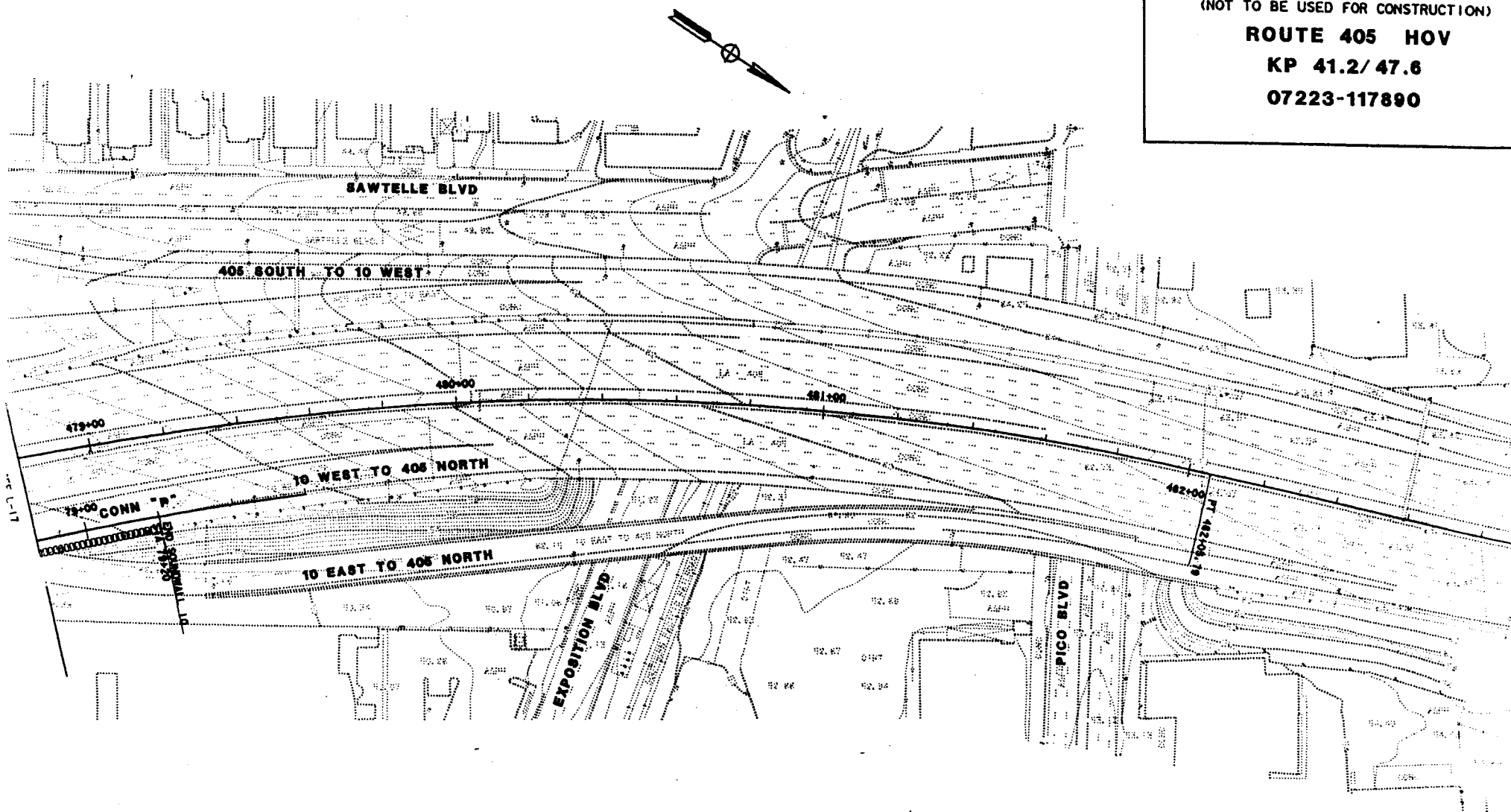
KP 41.2/47.6

07223-117890



LAYOUT L-16
SCALE: 1"=1000

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/47.6
07223-117890



LAYOUT L-18

SCALE: 1"=1000

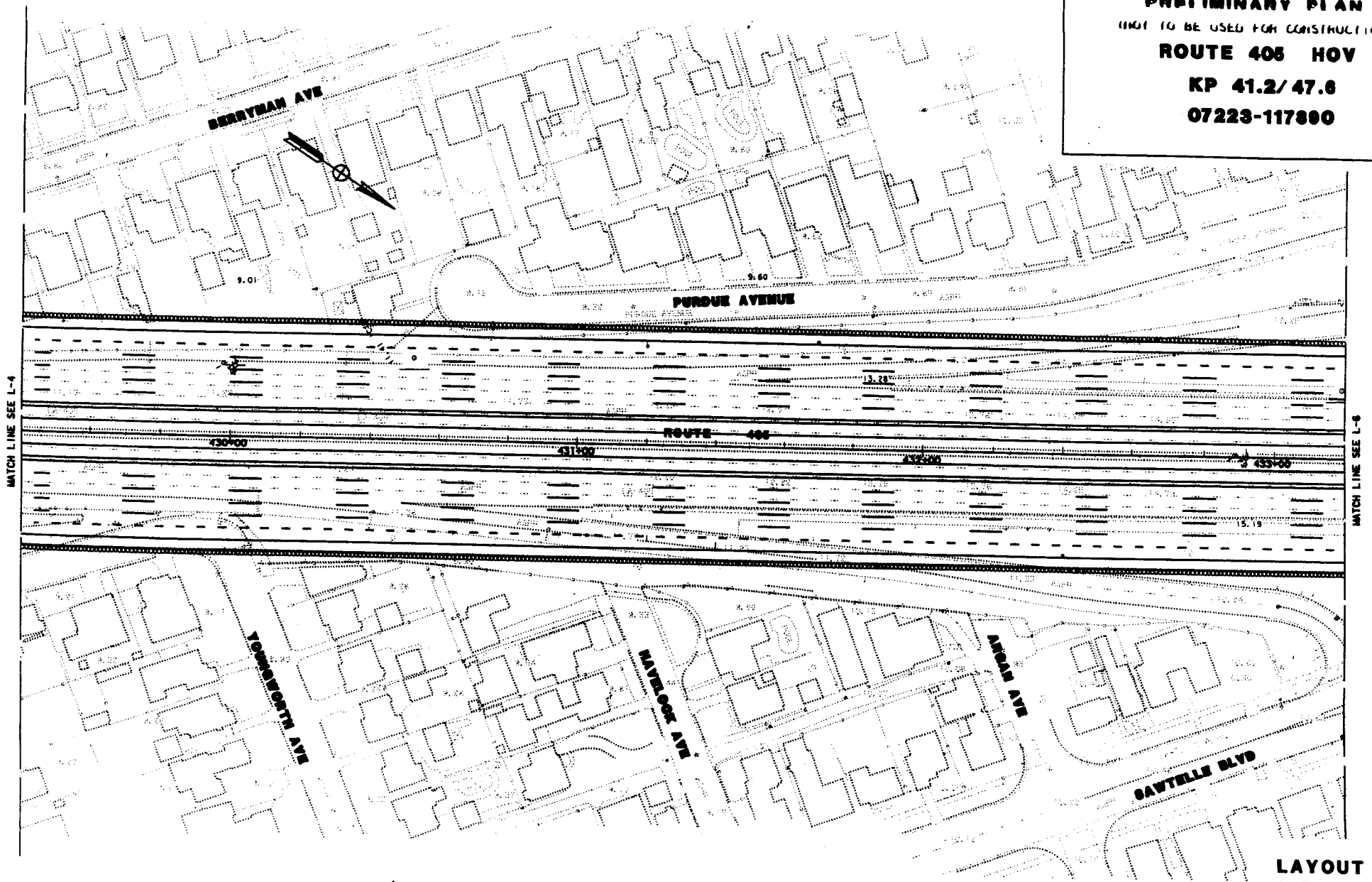
**Appendix C – Layout Sections
of Ultimate Width HOV Facility with
Ramp Consolidation
(Alternative 3b)**

PRELIMINARY PLAN
NOT TO BE USED FOR CONSTRUCTION

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



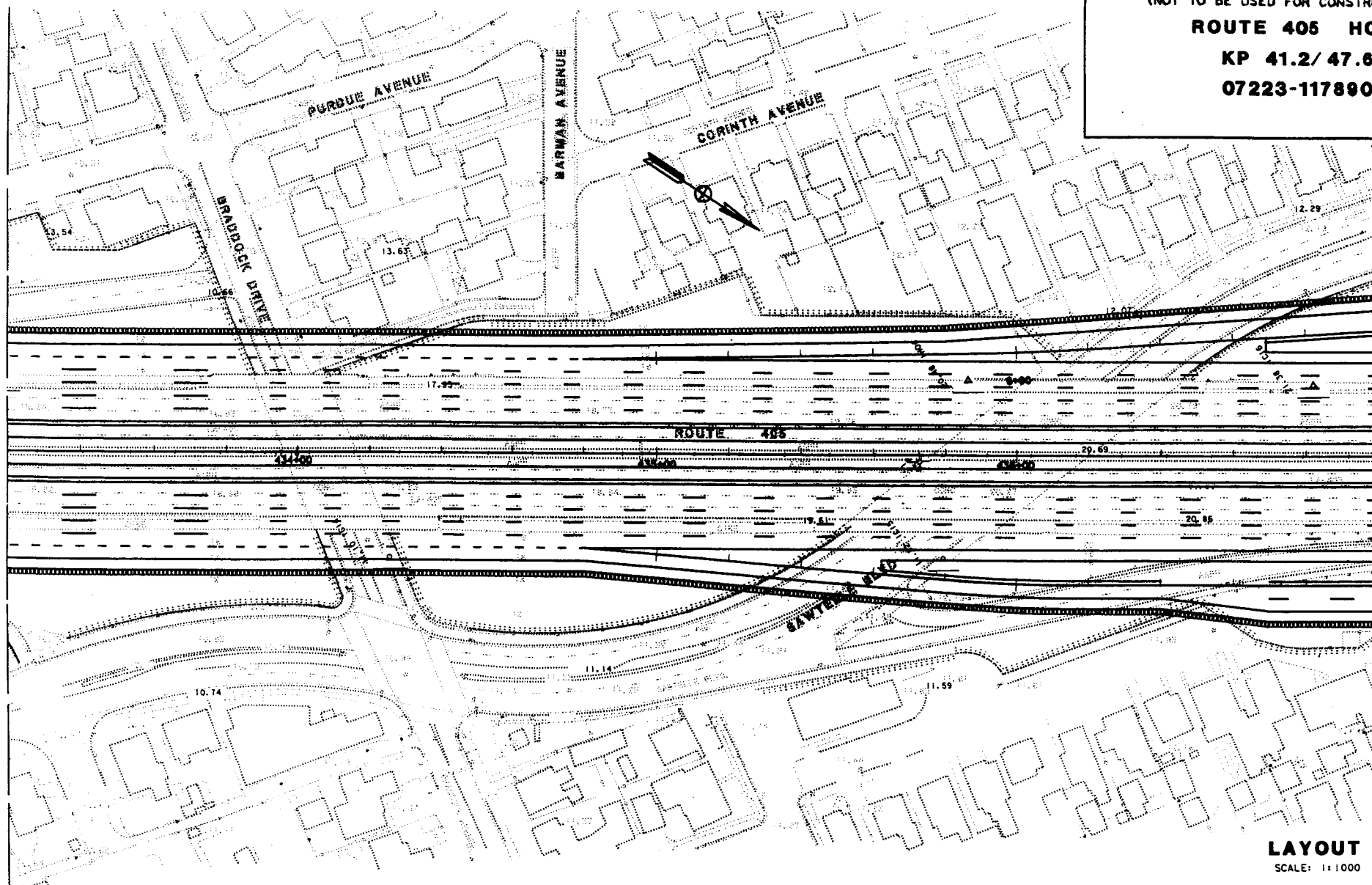
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PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/ 47.6
07223-117890

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/ 47.6
07223-117890

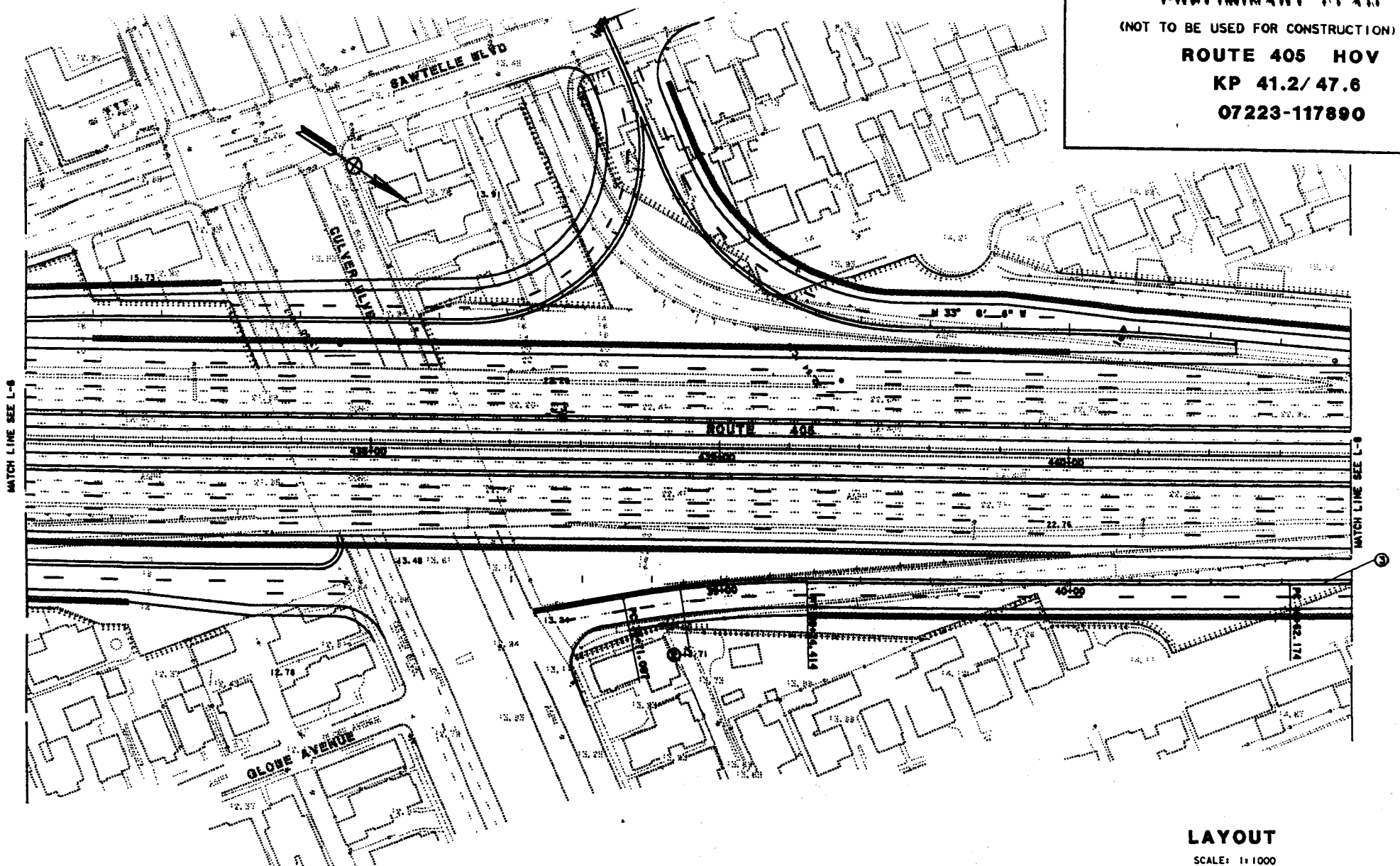
PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/ 47.6
07223-117890

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/ 47.6
07223-117890



LAYOUT
SCALE: 1:1000

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)
ROUTE 405 HOV
KP 41.2/ 47.6
07223-117890



LAYOUT

SCALE: 1" = 100'

PRELIMINARY PLAN
(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

KP 41.2/47.6

07223-117890



LAYOUT
SCALE: 1" = 100'

L-8

**Appendix D – Layout Sections
of Ultimate Width HOV Facility with
Ramp Consolidation II
(Modified Alternative 3ab)**

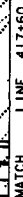


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LAYOUT
(Mod 3ab)
L-1



| DIST | COUNTY | ROUTE | KILOMETER TOTAL | POST PROJECT | SHEET NO | TOTAL SHEET |
|------|--------|-------|-----------------|--------------|----------|-------------|
| 07 | LA | 405 | 41.2/47.6 | | | |

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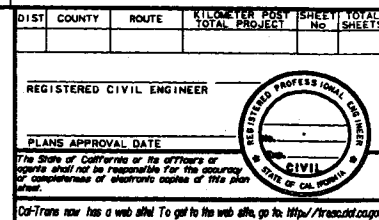
PLANS APPROVAL DATE:

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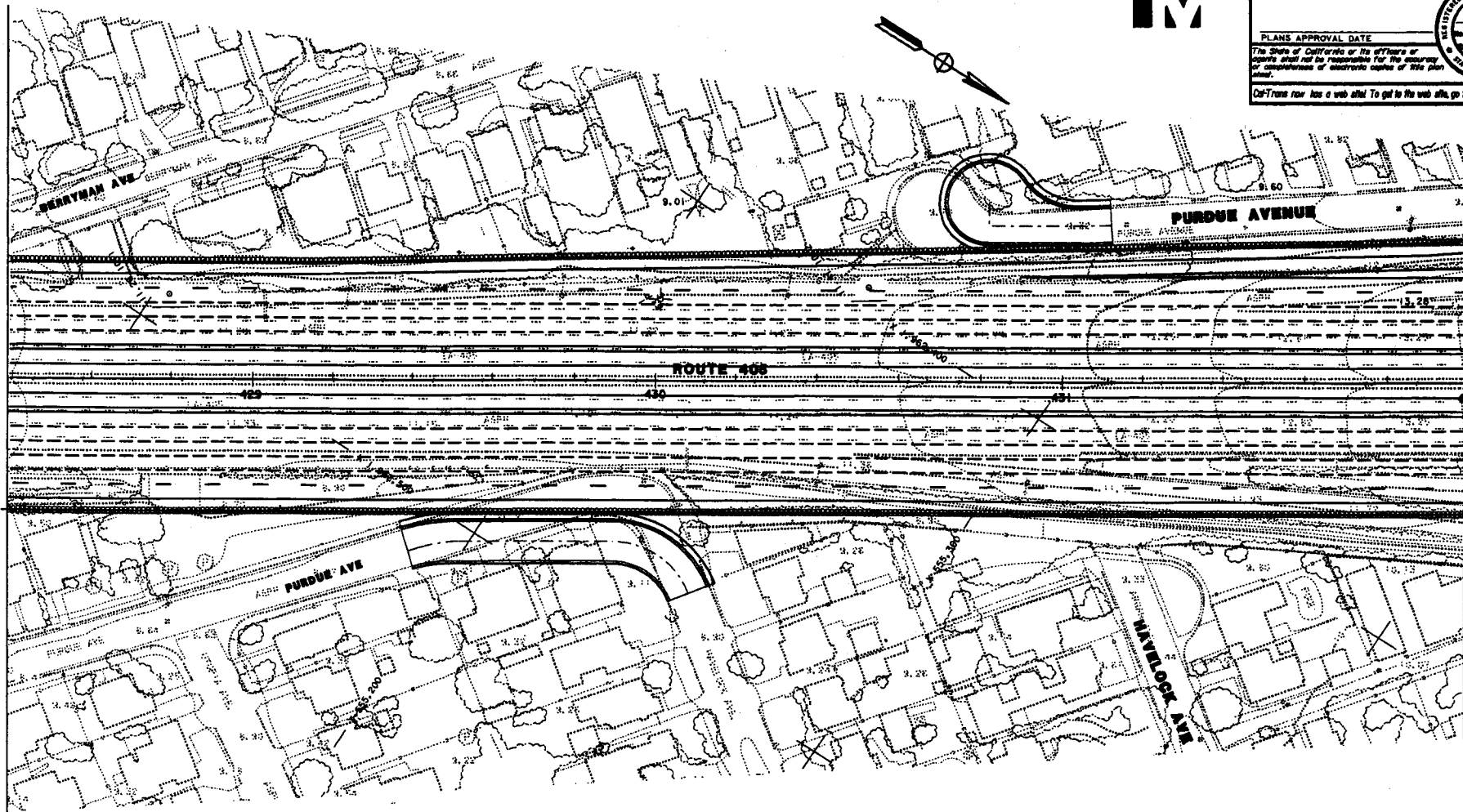
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LAYOUT
SCALE 1:500
(Mod 3ab)
L-2





| | | | |
|---|------------------|------------------------|---------|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION Caltrans | PROJECT ENGINEER | CALCULATED/DESIGNED BY | REVISOR |
| | CHECKED BY | DATE | DATE |



| | | | | | |
|-------|--------|-------|------------------------------|-----------|--------------|
| DIST. | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| | | | | | |

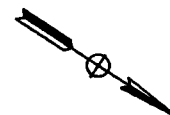
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REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA



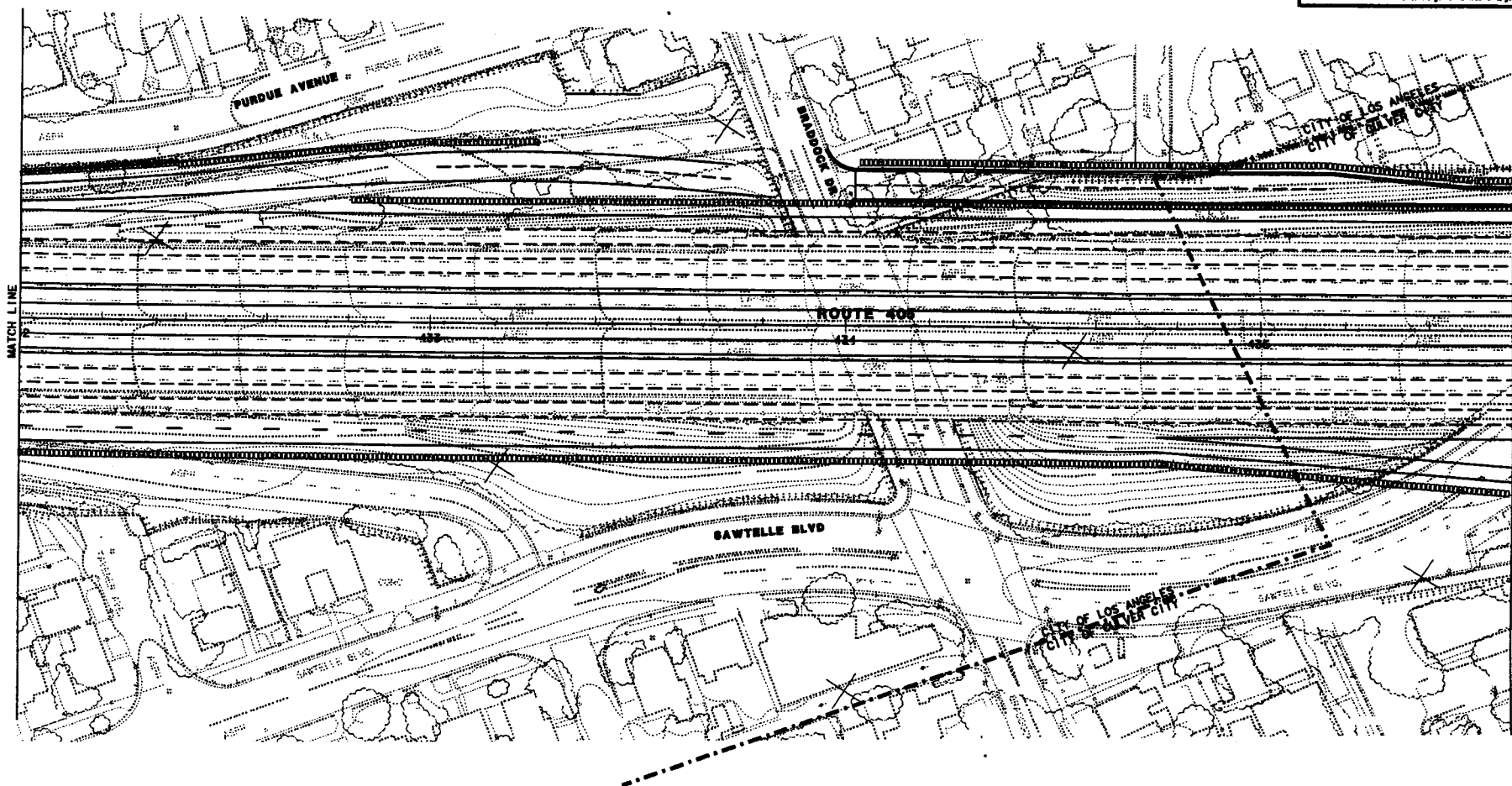
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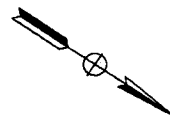
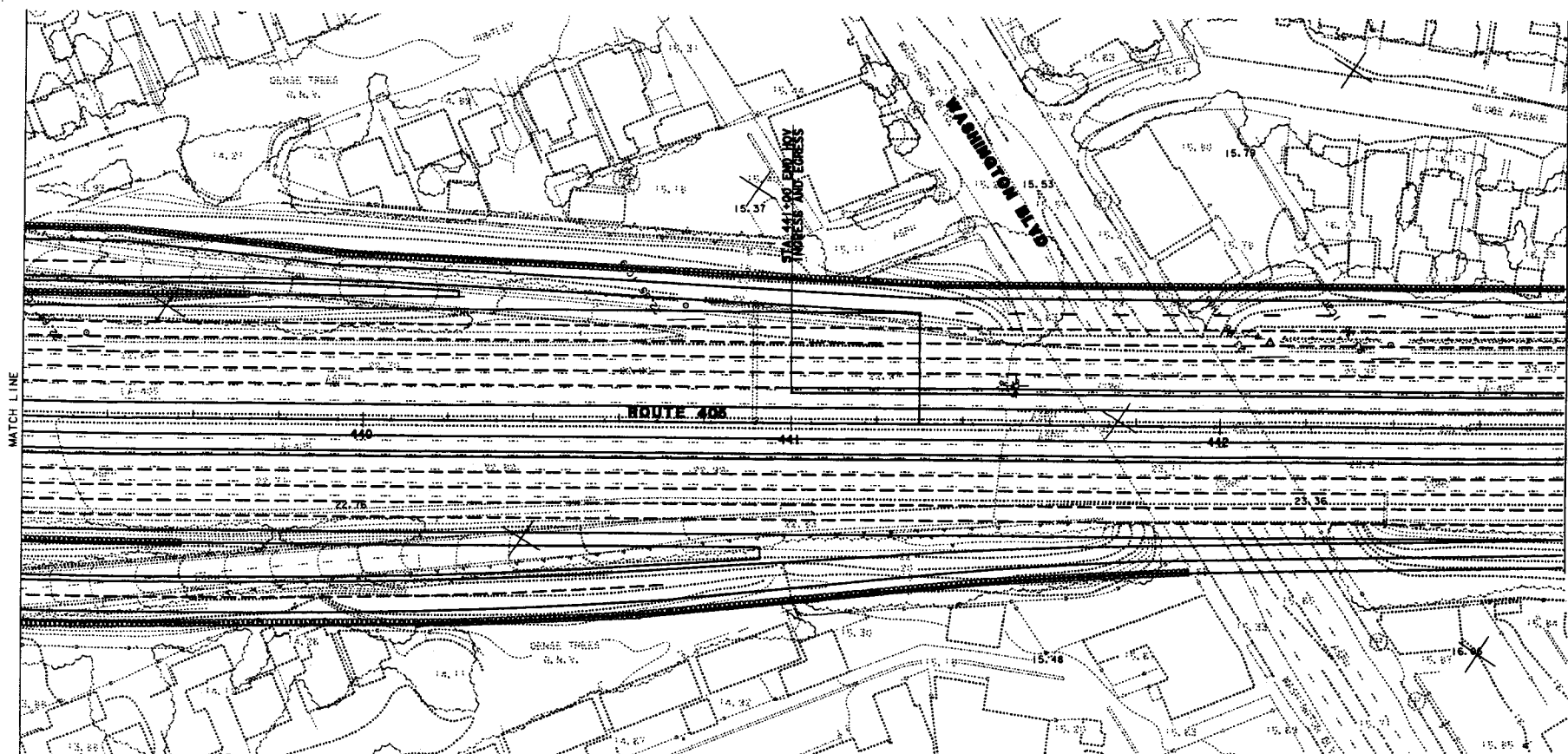
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**LAYOUT
(Mod 3ab)
L-6**

| | | | |
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| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | PROJECT ENGINEER | DATE | REVISED BY |
| W. G. GIBSON | | | DATE REVISED |



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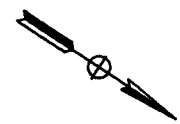
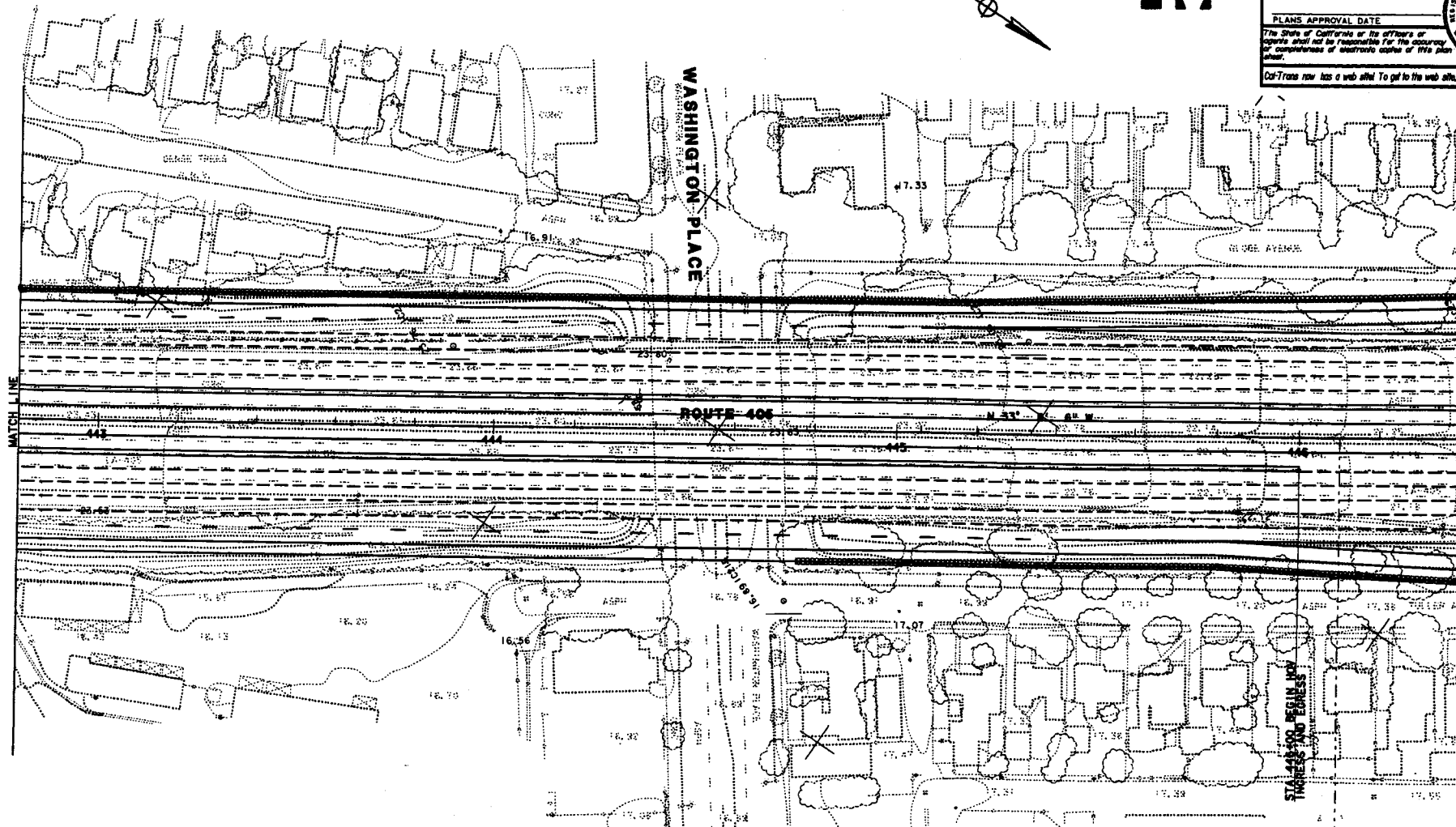


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**LAYOUT
(Mod 3ab)
L-8**




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| DIST | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO | TOTAL SHEETS |
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**LAYOUT
(Mod 3ab)
L-9**

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| | | | | DATE | REVISED | DATE |



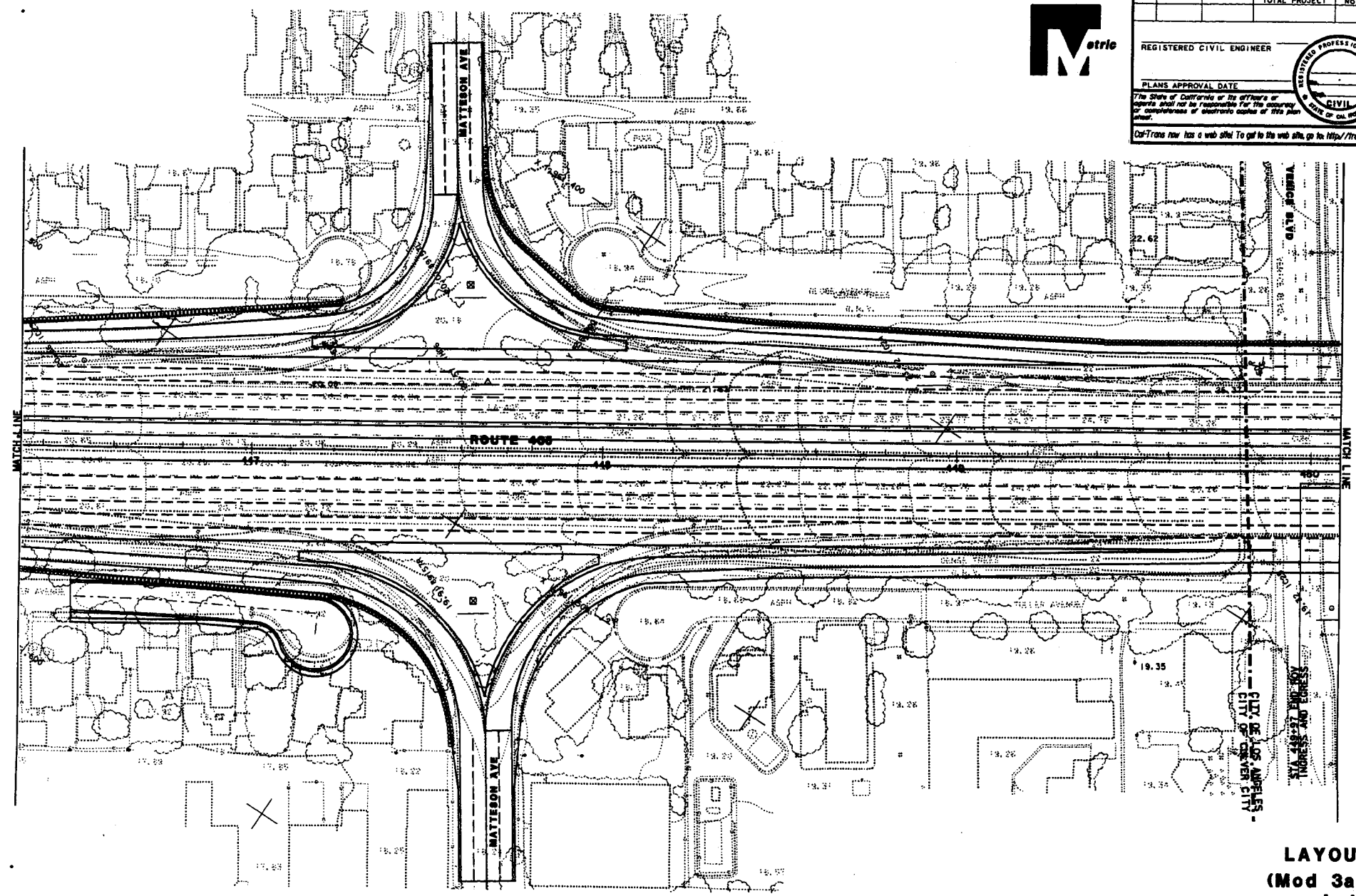
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LAYOUT
(Mod 3ab)



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**LAYOUT
(Mod 3ab)
L-12**

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| <i>Mr. G. Evans</i> | | | DATE REVISED |
| | | | |



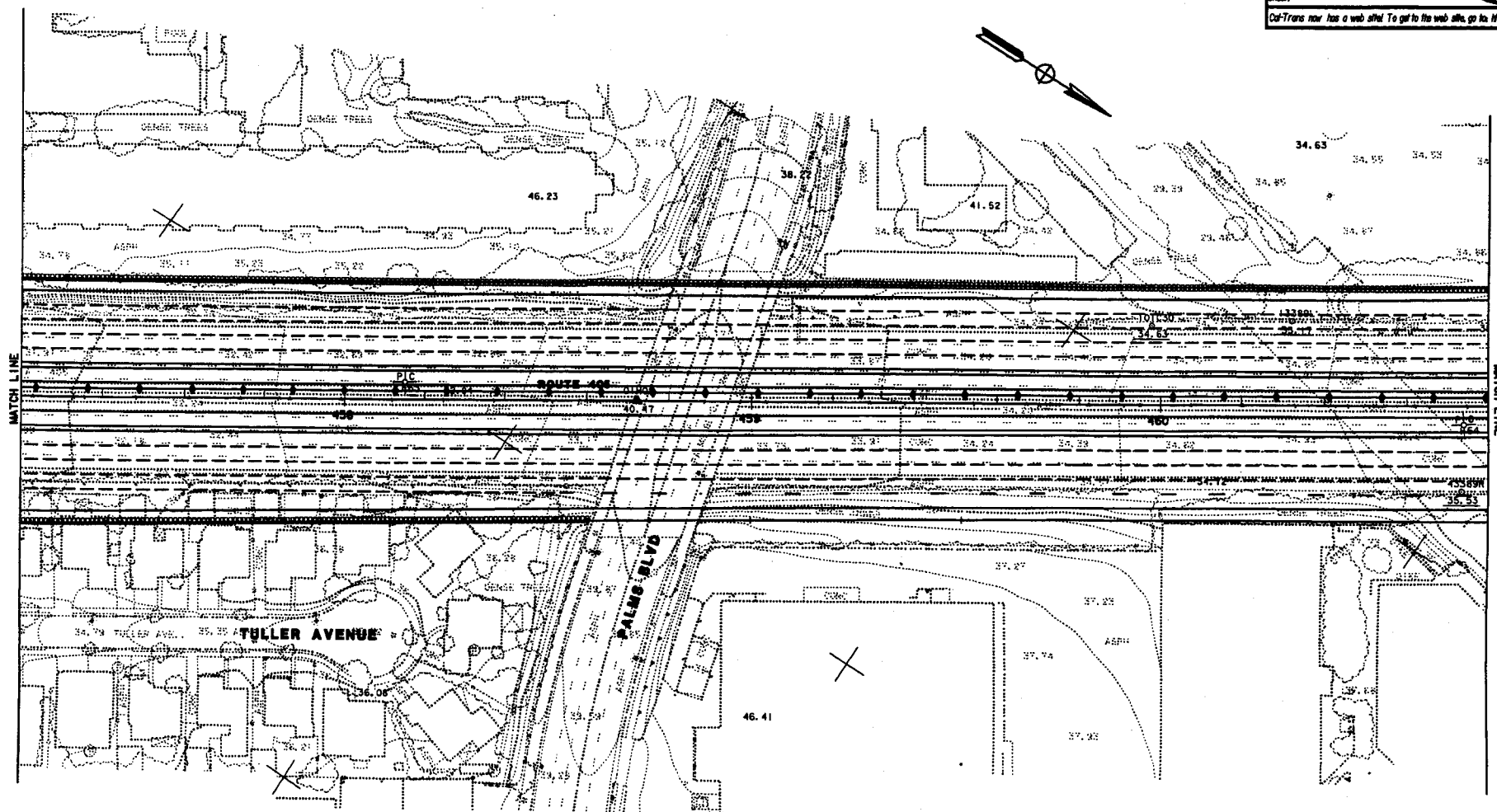
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PLANS APPROVAL DATE _____

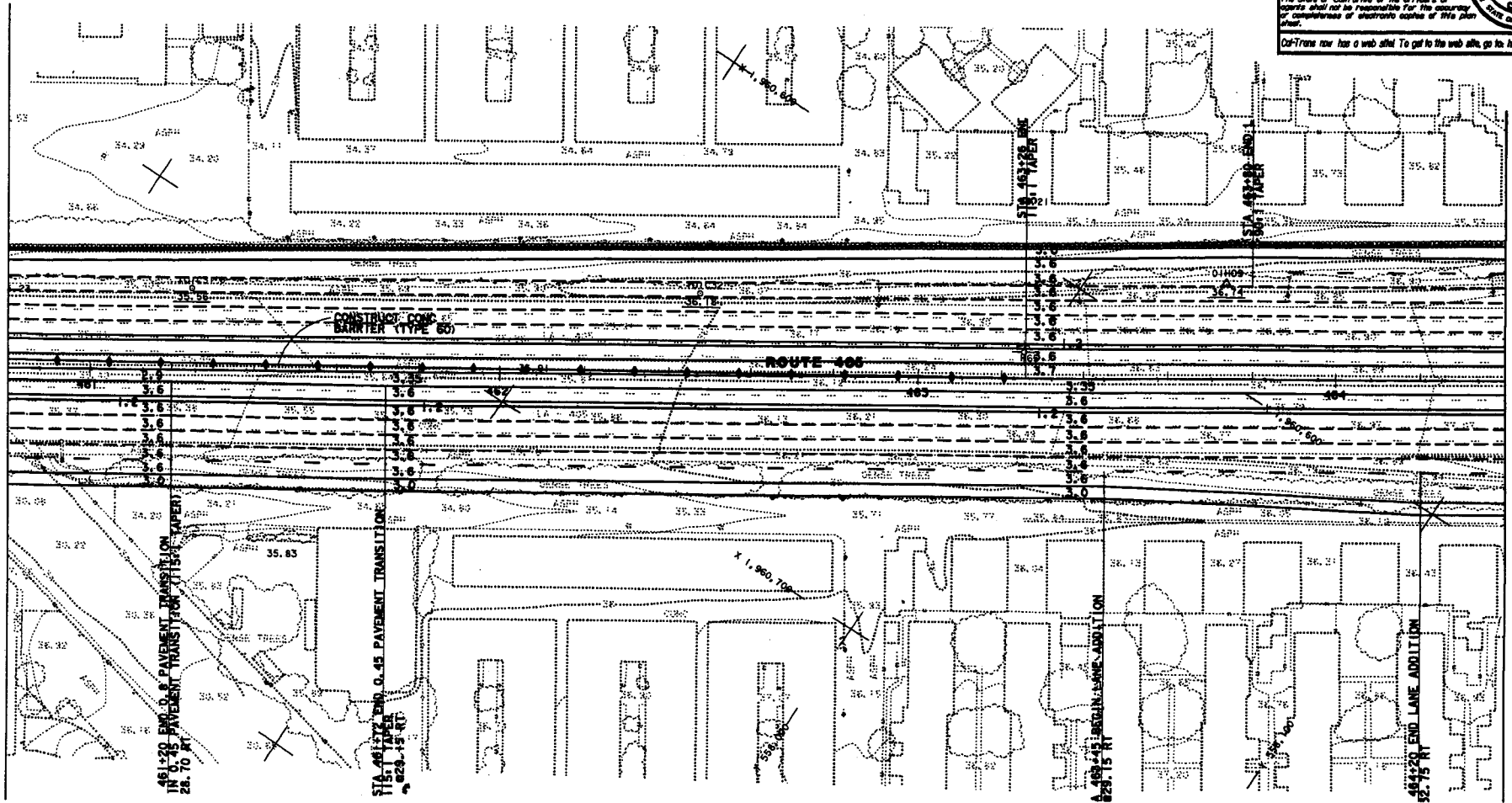
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**LAYOUT
(Mod 3ab)
L-13**

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| CALCULATED/DESIGNED BY | | DATE | |



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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA



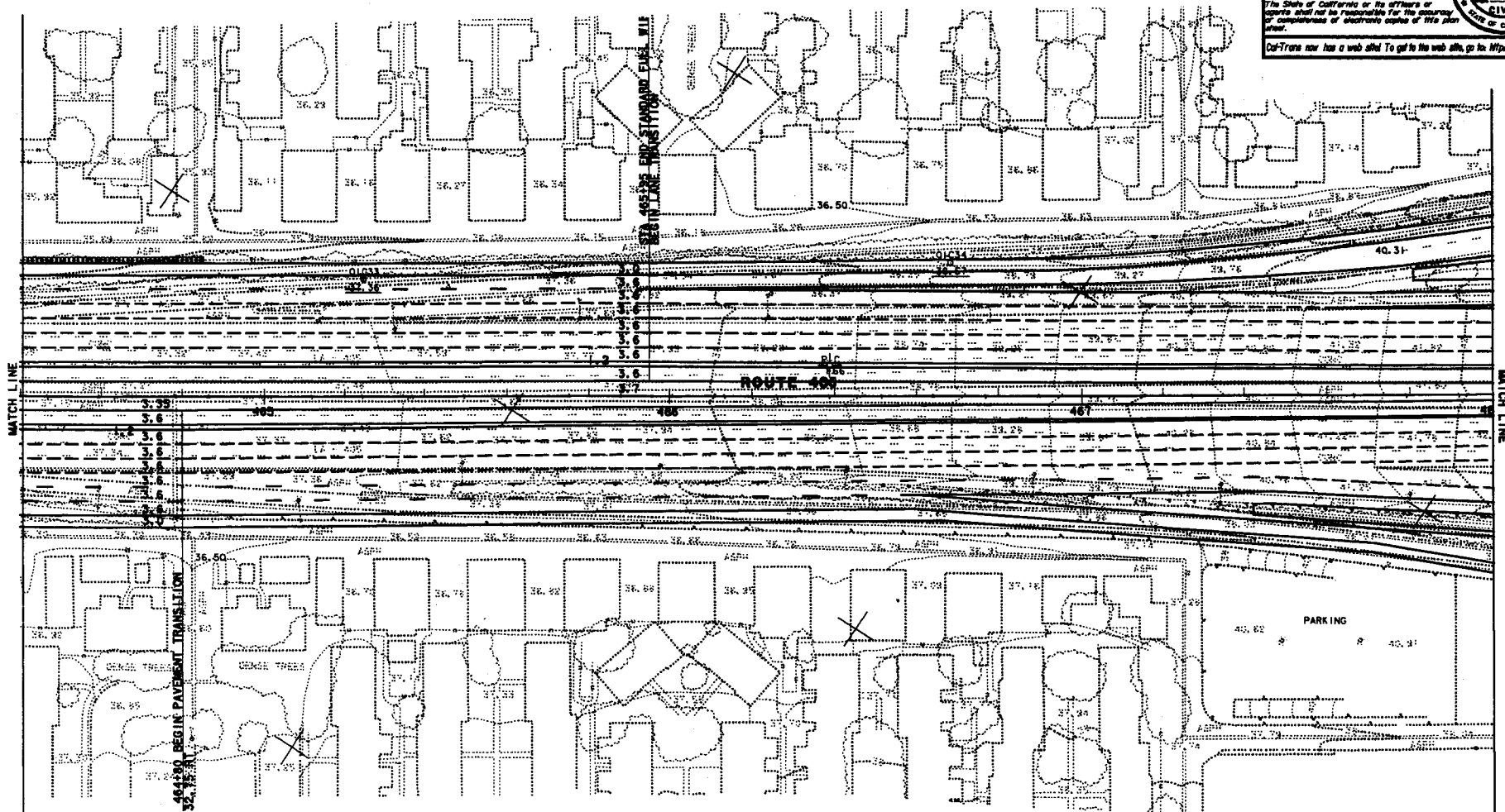
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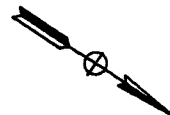
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LAYOUT
(Mod 3ab)
L-15



LAYOUT (Mod 3ab)

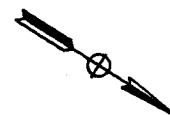
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CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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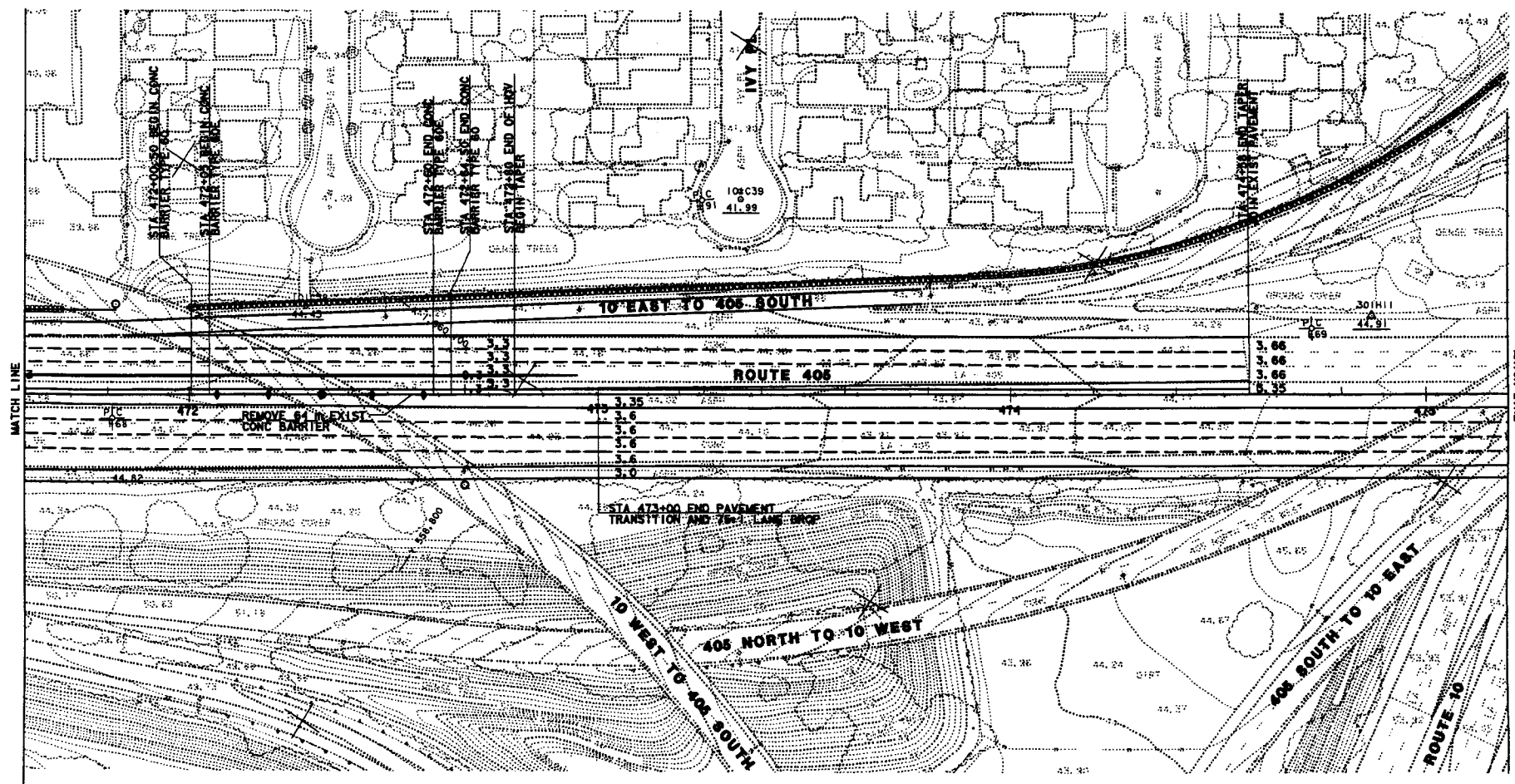
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| DIST | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO | TOTAL SHEETS |
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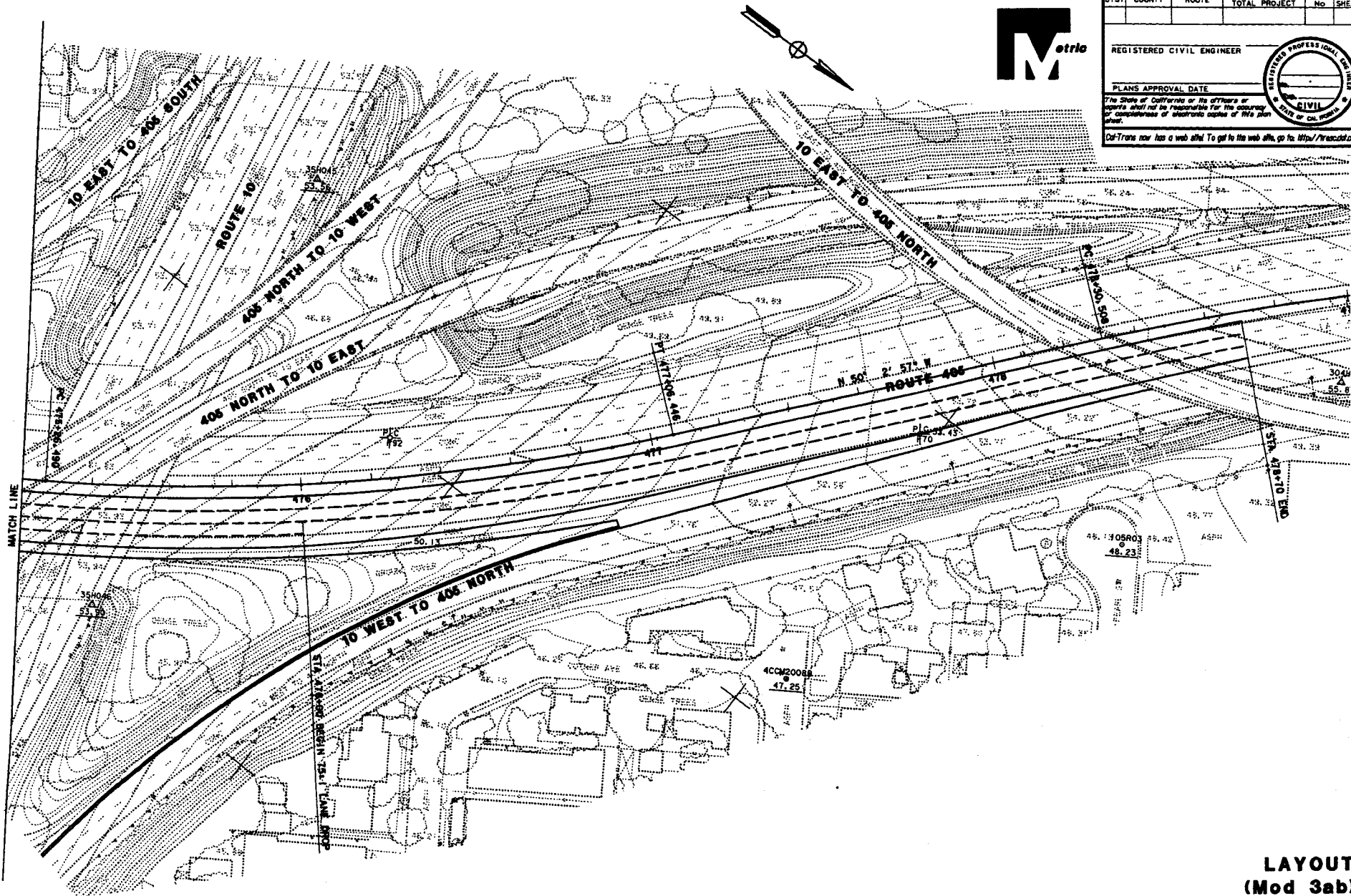
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Appendix E – Typical Cross Sections (Alternatives 3a, 3b, and Mod. Alt. 3ab)

ALTERNATIVE 3
PROPOSED TYPICAL SECTION



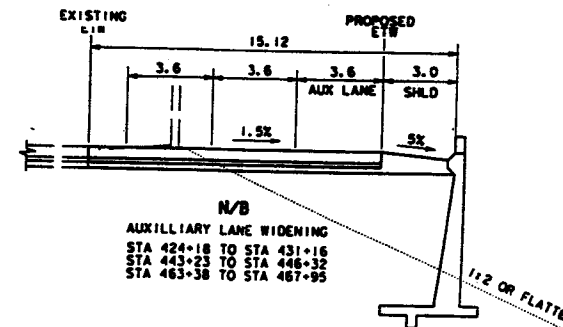
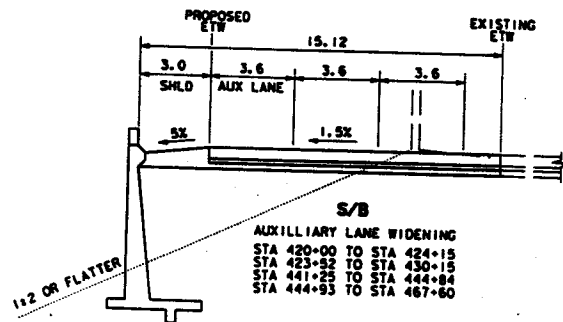
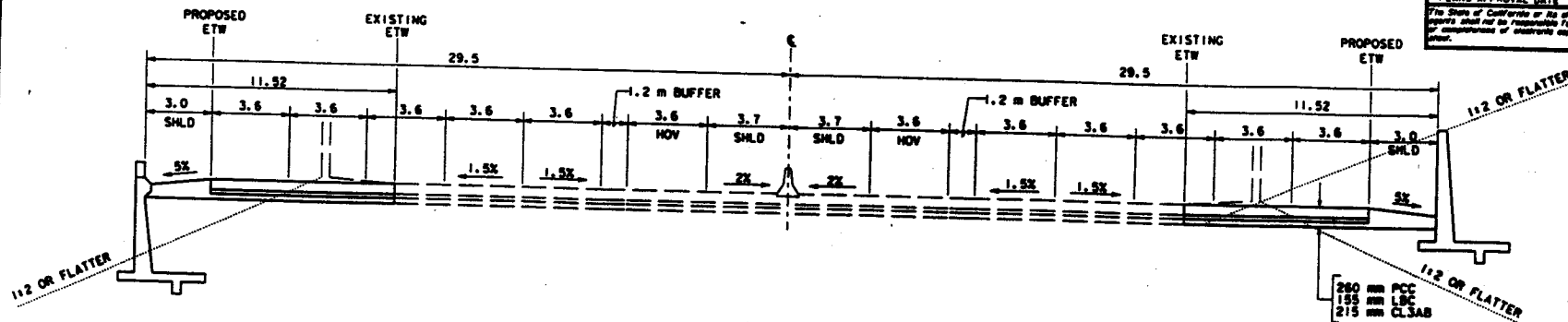
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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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STATE OF CALIFORNIA

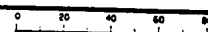


ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTION
NO SCALE

X-1

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



ISSUING: 11/89 BY: JRM

CU 00000

EA 000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT

DESIGNED BY
CHECKED BY
DATE

REVISOR
DATE

Appendix F – Proposed Soundwall Locations and Leq for Various Soundwall Heights

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP41.2/47.6
ROUTE 90 TO ROUTE 10

< REVISED >

Aug-99

< REVISED >

| Site # | Direction | Limits | Begin/End Wall Stations | Reference Elevation | Existing Noise Level | Predicted Noise Levels for the Year 2020 | | | | | | |
|------------|-----------|-------------------------------------|-----------------------------------|------------------------|----------------------------|--|------|-----------------------------|----------------|---|----------------|----------------|
| | | | | | | No | Wall | Barrier Height Alternatives | | | | |
| | | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| S-1 | N/B | Slauson Ave./S/O Port Rd. | 19+00 conn 'c' to 22+07 conn 'c'. | | 58** | | | | 59** | Existing soundwall to remain (No add. mitigation required) | | |
| S-2 | N/B | S/O Port Rd./ Ballona Creek | 22+07 conn. 'c' to 427+00 fwy | ETW | 63.4** | 71 | 68 | 67 | 65* | (64) | 63 | |
| S-3 & S-3A | N/B | Ballona Creek/ Braddock Dr. | 427+00 fwy to 4+80 Ramp | ETW | 62.5** | 74 | 71 | 69 | 68* | (67) | 65 | |
| | | | | | 67** | 77 | 72 | 70 | 68* | (67) | 66 | |
| A1 | N/B | Braddock Dr./ S/O Culver Bl. S. | 4+80 Ramp to 7+25 Ramp | ETW | 64** | 70 | 66* | 65 | 64 | (63) | 63 | |
| C & S-4B | N/B | N/O Sawtelle Bl./ N/O Culver Bl. N. | 436+80 Fwy to 440+00 Fwy | ETW | 68 | 71 | 67 | 66* | 65 | (64) | 64 | |
| | | | | | 69 | 73 | 72 | 70 | 68* | (67) | 66 | |

R/W Right of way

ETW Edge of Traveled Way

* Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

** Noise Level Behind Existing Soundwall

() Minimum required attenuated noise level.

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP41.2/47.6
ROUTE 90 TO ROUTE 10

< REVISED >

Aug-99

< REVISED >

| Site # | Direction | Limits | Begin/End Wall Stations | Reference Elevation | Existing Noise Level | Aug-99 Predicted Noise Levels for the Year 2020 | | | | | |
|------------|-----------|---------------------------------------|----------------------------------|------------------------|----------------------------|--|-----------------------------|----------------|----------------|----------------|----------------|
| | | | | | | No Wall | Barrier Height Alternatives | | | | |
| | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| B & S-5 | N/B | N/O Culver Blvd./ Washington Blvd. | 9+00 Ramp to 41+94 | ETW | 61 67 | 71 72 | 65 67 | 65* 66* | (64) (65) | 64 64 | 64 63 |
| S-6 | N/B | Washington Place to Matison Ave. | 444+40 fwy to Join Br.8+35'g' | ETW | 74 | 77 | 72 | 70 | 68* | (67) | 66 |
| S-6A | N/B | Venice Blvd. to S/O Regent St. | 449+80 fwy to 452+20 | ETW | 69 | 72 | 66 | 65* | (64) | 63 | 62 |
| S-7A | N/B | S/O Regent St. to N/O Regent St. | 452+00 to 453+00 | R/W | 69 | 74 | 72 | 70* | 69 | 67 | (66) |
| S-7C | N/B | N/O Regent St. to N/O Charnock St. | 453+00 to 455+00 | R/W | 69 | 74 | 69 | 67* | 66 | (65) | 64 |
| S-8 | N/B | N/O Charnock St. to Palms Blvd. | 455+00 to 458+62 | R/W | 72 | 77 | 75 | 72 | 70* | 69 | (67) |

R/W Right of way

ETW Edge of Traveled Way

* Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

** Noise Level Behind Existing Soundwall

NOISE TABLE SUMMARY OF RES JLTS

LA-405 KP41.2/47.6
R ROUTE 90 TO ROUTE 10
(Revised)

Aug-99

Aug-99

| Site # | Direction | Limits | Begin/End Wall Stations | Reference Elevation | Existing Noise Level | Predicted Noise Levels for the Year 2020 | | | | | |
|----------|-----------|---|-----------------------------------|------------------------|----------------------------|--|-----------------------------|----------------|----------------|----------------|----------------|
| | | | | | | No Wall | Barrier Height Alternatives | | | | |
| | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| S-11 | S/B | S/O Port Rd./ S/O Ballona Crk. | 20+25 S to SE Conn/ 426+00 Fwy | ETW | 66 | 71 | 66 | 65 | 64 | 64 | 64 |
| S-12 | S/B | S/O Ballona Crk./ Abgan Ave. | 426+00/431+00 | ETW | 72 | 77 | 71 | 69 | 68 | 67 | 65 |
| S-13 | S/B | Argan Ave/ Braddock Drive | 431+00/433+90 | ETW | 67 | 74 | *69 | 68 | 66 | (65) | 64 |
| S-14 & A | S/B | Braddock Drive/ S/O Culver Blvd. | 433+90/7+60N | ETW | 68 | 73 | *69 | 68 | 67 | (66) | 66 |
| B | S/B | S/O Culver Blvd./ S/O Washington Blvd. | 437+20/440+00 | ETW | 67 | 74 | *69 | 68 | (67) | 67 | 66 |
| S-15 & C | S/B | S/O Culver Blvd. Washington Blvd. | 8+40M/41+30M | ETW | 66 | 73 | *67 | 65 | (64) | 63 | 62 |

R/W Right of way

ETW Edge of Traveled Way

* Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

** Noise Level Behind Existing Soundwall

() Minimum required attenuated noise level.

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP41.2/47.6
ROUTE 90 TO ROUTE 10
(Revised)

R

Aug-99

| Site # | Direction | Limits | Begin/End Wall Stations | Reference Elevation | Existing Noise Level | Predicted Noise Levels for the Year 2020 | | | | | |
|--------|-----------|---|----------------------------|------------------------|----------------------------|--|-----------------------------|----------------|----------------|----------------|----------------|
| | | | | | | No Wall | Barrier Height Alternatives | | | | |
| | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| S-16 | S/B | Washington Blvd / S/O Washington Place | 41+30 M/ 444+00 Fwy | ETW | 65 | 70 | 67 | 66 | 65 | 64 | 64 |
| S-17 | S/B | S/O Washington Place/ on ramp "L" Matteson Avenue | 444+00 Fwy/ 8+33 on "L" | ETW | 70 | 74 | 71 | 68 | 66 | 65 | 64 |
| S-18 | S/B | Off 'K' N/O Matteson/ S/O Venice Blvd. | 6+87 Off "K"/ 9+05 K | ETW | 72 | 76 | 70 | 68 | 67 | 66 | 65 |
| S-18A | S/B | S/O Venice Blvd / S/O Regent St | 9+05 'K'/ 452+10 | ETW | 68 | 71 | 67 | 66 | 65 | 64 | 62 |
| S-19 | S/B | S/O Regent St/ Regent St. | 451+95 Fwy/452+75 | R/W | 73 | 77 | 73 | 72 | 70 | 68 | 67 |

R/W Right of way

ETW Edge of Traveled Way

* Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

** Noise Level Behind Existing Soundwall

() Minimum required attenuated noise level.

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP41.2/47.6
ROUTE 90 TO ROUTE 10

R

(Revised)

Aug-99

| Aug-99 | | | | | | | | | | | | |
|--------|-----------|----------------------------|----------------------------|------------------------|----------------------------|--|------|-----------------------------|----------------|----------------|----------------|----------------|
| Site # | Direction | Limits | Begin/End Wall Stations | Reference Elevation | Existing Noise Level | Predicted Noise Levels for the Year 2020 | | | | | | |
| | | | | | | No | Wall | Barrier Height Alternatives | | | | |
| | | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| S-19A | S/B | Regent St./ Carnock St. | 452+75/454+77 | R/W | 71 | 74 | 69 | 67 | 66 | 65 | 64 | |
| S-20 | S/B | Charnock St/ Palm Ave. | 454+77/458+83 | R/W | 73 | 78 | 73 | 70 | 68 | 67 | 66 | |

R/W Right of way

ETW Edge of Traveled Way

* Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

** Noise Level Behind Existing Soundwall

() Minimum required attenuated noise level.

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP 1.2/47.6
ROUTE 90 TO ROUTE 10
(Revised)

Aug-99

| Site # | Direction | Limits | Begin/End Wall Stations | Reference Elevation | Existing Noise Level | Predicted Noise Levels for the Year 2020 | | | | | |
|--------|-----------|---------------------------------|---|------------------------|----------------------------|--|-----------------------------|----------------|----------------|----------------|----------------|
| | | | | | | No Wall | Barrier Height Alternatives | | | | |
| | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| S-21 | S/B | West of Palm Blvd. | STA.459+10 to STA.460+10 | ETW | 77 | 78 | 73 | 71* | 69 | 67 | (66) |
| S-22 | S/B | to East of National Blvd. | STA.460+10 to STA.464+85 | ETW | 71 | 74 | 69 | 67* | (66) | 64 | 62 |
| S-23 | S/B | | Reading behind ext. U.C.L.A. Housing | | 60 | | | | | | |
| S-24 | S/B | West of National Blvd. to | STA.470+20 to STA.472+00 | ETW | 70 | 74 | 69 | 68* | 66 | (65) | 64 |
| S-25 | S/B | East of Route 10 Connector | STA.472+00 to STA.473+40 | ETW | 73 | 74 | 69* | 68 | (66) | 65 | 64 |

R/W Right of way

ETW Edge of Traveled Way

* Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

** Noise Level Behind Existing Soundwall

() Minimum required attenuated noise level.

NOISE ANALYSIS SUMMARY
LA-405 HOV Project from Route 90 to Route 10 (Revised)
TABLE

| Site No. | Dir. | Limits | *** Begin / End Wall Stations (METRIC) | Ref. Elev. | Wall Location | Exist Noise Level | Ext. Wall Height | Predicted Noise Levels for the Year 2024 | | | | | |
|----------|------|----------------------|---|---------------|------------------|-------------------------|------------------------|--|-------------------------------|----------------|----------------|----------------|----------------|
| | | | | | | | | No Wall dBA | Barrier Height Alternatives * | | | | |
| | | | | | | | | | [8'] 2.44m | [10'] 3.05m | [12'] 3.66m | [14'] 4.27m | [16'] 4.88m |
| S-13 | S/B | Braddock on-ramp | on-ramp | ETW | | 67 | | 74 | 69 | 68 | 66* | (65) | 64 |
| | | to 426 + 00 | to 426 + 00 | | | | | | | | | | |
| S-14 | S/B | N of Argan Ave/ | 432 + 90 (61m from nose) | ETW | | 68 | | 73 | 69* | 68 | 67 | (66) | 66 |
| B | S/B | N of Culver Blvd. | to 440 + 00 | ETW | | 67 | | 74 | 69* | 68 | 67 | (67) | 66 |
| S-14 | S/B | Braddock to Sawtelle | frontage road | | | 68 | | 73 | 69* | 68 | 67 | (66) | 66 |
| S-15 | S/B | 444 + 00 to | off-ramp | ETW | | 66 | | 73 | 67 | 65 | (64)* | 63 | 62 |
| S-16 | S/B | Sawtelle off-ramp | to 444 + 00 | ETW | | 65 | | 70 | 67* | 66 | (65) | 64 | 64 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | |

() = Caltrans wall height recommendations

ES = Edge of Shoulder R/W = Right of Way ETW = Edge of Travelled Way

Caltrans minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less and breaks line-of-sight to 3.50m (11.5') truck stacks.

* = Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.

** = All stations are considered plus or minus with reference to Fwy center line.

Future = Future noise level behind existing soundwall.

Appendix G – California Noxious Species List



Agricultural Research Service
United States Department of Agriculture



INVADER DATABASE

Results of your query

You requested the list of noxious weeds in California, where the categories for noxious weeds are as follows:

| Category | Definition |
|----------|---|
| A | Noxious weed and noxious weed seed: eradication, containment, rejection, or other holding action at the state-county level. Quarantine interceptions to be rejected or treated at any point in the state. |
| B | Noxious weed and noxious weed seed: eradication, containment, control or other holding action at the discretion of the commissioner |
| C | Noxious weed and noxious weed seed: state-endorsed holding action and eradication only when found in a nursery; action to retard spread outside of nurseries at the discretion of the commissioner; reject only when found in a cropseed for planting or at the discretion of the commissioner. Designated noxious weeds in the CA Code of Regulations. |
| N | Non-Rated |
| Q | Noxious weed and noxious weed seed: temporary "A" action outside of nurseries at the state-county level pending determination of a permanent rating. |

Below is the list of noxious weeds in California and their categories:

NOTE: You can follow the links for state/provincial noxious status and a list of other known names. The **GRIN** button will take you to the GRIN web site for more information.

Contact Info-California

| Plant name | Category |
|---|----------|
| <u><i>Acacia melanoxylon</i></u> (black acacia) | GRIN N |
| <u><i>Acacia paradoxa</i></u> (kangaroothorn) | GRIN B |
| <u><i>Acaena novae-zelandiae</i></u> (biddy-biddy) | GRIN A |
| <u><i>Acaena pallida</i></u> (pale biddy-biddy) | GRIN A |
| <u><i>Achnatherum brachychaetum</i></u> (punagrass) | GRIN A |
| <u><i>Aegilops cylindrica</i></u> (jointed goatgrass) | GRIN B |
| <u><i>Aegilops geniculata</i></u> (ovate goatgrass) | GRIN B |
| <u><i>Aegilops ovata</i></u> (ovate goatgrass) | GRIN B |
| <u><i>Aegilops triuncialis</i></u> (barbed goatgrass) | GRIN B |
| <u><i>Aeschynomene rudis</i></u> (rough jointvetch) | GRIN B |
| <u><i>Alhagi maurorum</i></u> (camelthorn) | GRIN A |

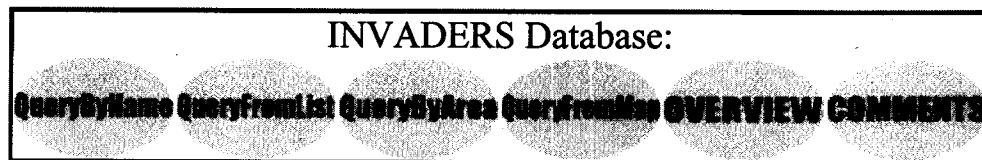
| | | |
|---|------|---|
| <u>Allium paniculatum</u> (panicked onion) | GRIN | B |
| <u>Allium vineale</u> (wild garlic) | GRIN | B |
| <u>Alternanthera philoxeroides</u> (alligator weed) | GRIN | A |
| <u>Ambrosia acanthicarpa</u> (annual bursage) | GRIN | N |
| <u>Ambrosia trifida</u> (giant ragweed) | GRIN | B |
| <u>Araujia sericifera</u> (bladderflower) | GRIN | B |
| <u>Arctotheca calendula</u> (capeweed) | GRIN | A |
| <u>Cabomba caroliniana</u> (Carolina fanwort) | GRIN | Q |
| <u>Cardaria chalepensis</u> (lens podded hoary cress) | GRIN | B |
| <u>Cardaria draba</u> (hoary cress) | GRIN | B |
| <u>Cardaria pubescens</u> (hairy whitetop) | GRIN | B |
| <u>Cardaria spp.</u> (Cardaria complex (combined)) | | B |
| <u>Carduus acanthoides</u> (plumeless thistle) | GRIN | A |
| <u>Carduus nutans</u> (musk thistle) | GRIN | A |
| <u>Carduus pycnocephalus</u> (Italian thistle) | GRIN | C |
| <u>Carduus tenuiflorus</u> (distaff thistle) | GRIN | C |
| <u>Carthamus baeticus</u> (woolly distaff thistle) | GRIN | B |
| <u>Carthamus lanatus</u> (distaff thistle) | GRIN | B |
| <u>Carthamus leucocaulos</u> (white-stemmed thistle) | GRIN | A |
| <u>Cenchrus echinatus</u> (southern sandbur) | GRIN | C |
| <u>Cenchrus incertus</u> (coast sandbur) | GRIN | C |
| <u>Cenchrus longispinus</u> (longspine sandbur) | GRIN | C |
| <u>Centaurea calcitrapa</u> (purple starthistle) | GRIN | B |
| <u>Centaurea diffusa</u> (diffuse knapweed) | GRIN | A |
| <u>Centaurea iberica</u> (Iberian starthistle) | GRIN | A |
| <u>Centaurea maculosa</u> (spotted knapweed) | GRIN | A |
| <u>Centaurea melitensis</u> (Malta starthistle) | GRIN | N |
| <u>Centaurea repens</u> (Russian knapweed) | GRIN | B |
| <u>Centaurea solstitialis</u> (yellow starthistle) | GRIN | C |
| <u>Centaurea sulphurea</u> (Sicilian starthistle) | GRIN | B |
| <u>Centaurea triumphettii</u> (squarrose knapweed) | GRIN | A |
| <u>Chondrilla juncea</u> (rush skeletonweed) | GRIN | A |
| <u>Chorisporea tenella</u> (blue mustard) | GRIN | B |
| <u>Cirsium arvense</u> (Canada thistle) | GRIN | B |
| <u>Cirsium japonicum</u> (Japanese thistle) | GRIN | Q |
| <u>Cirsium ochrocentrum</u> (yellowspine thistle) | GRIN | A |
| <u>Cirsium undulatum</u> (wavyleaf thistle) | GRIN | A |
| <u>Cirsium vulgare</u> (bull thistle) | GRIN | N |
| <u>Convolvulus arvensis</u> (field bindweed) | GRIN | C |
| <u>Coronopus squamatus</u> (creeping wartcress) | GRIN | B |
| <u>Crupina vulgaris</u> (common crupina) | GRIN | A |
| <u>Cucumis melo</u> (dudaim melon) | GRIN | A |
| <u>Cucumis myriocarpus</u> (paddy melon) | GRIN | B |
| <u>Cuscuta reflexa</u> (giant dodder) | GRIN | A |
| <u>Cuscuta spp. (other than native spp.)</u> (dodder) | | C |
| <u>Cynara cardunculus</u> (artichoke thistle) | GRIN | B |

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| <u><i>Cynodon spp.</i></u> (bermudagrass) | C |
| <u><i>Cyperus esculentus</i></u> (yellow nutsedge) | GRIN B |
| <u><i>Cyperus rotundus</i></u> (purple nutsedge) | GRIN B |
| <u><i>Cytisus scoparius</i></u> (Scotch broom) | GRIN C |
| <u><i>Egeria densa</i></u> (Brazilian elodea) | GRIN N |
| <u><i>Elodea canadensis</i></u> (common elodea) | GRIN N |
| <u><i>Elytrigia repens</i></u> (quackgrass) | GRIN B |
| <u><i>Euphorbia esula</i></u> (leafy spurge) | GRIN A |
| <u><i>Euphorbia oblongata</i></u> (eggleaf spurge) | GRIN B |
| <u><i>Euphorbia serrata</i></u> (serrate spurge) | GRIN A |
| <u><i>Euphorbia terracina</i></u> (Geraldton carnation spurge) | GRIN Q |
| <u><i>Gaura coccinea</i></u> (scarlet gaura) | GRIN B |
| <u><i>Gaura drummondii</i></u> (Drummond's gaura) | GRIN B |
| <u><i>Gaura sinuata</i></u> (wavy-leaved gaura) | GRIN B |
| <u><i>Genista monspessulana</i></u> (frenchbroom) | GRIN C |
| <u><i>Gypsophila paniculata</i></u> (babysbreath) | GRIN B |
| <u><i>Halimodendron halodendron</i></u> (Russian salt tree) | GRIN A |
| <u><i>Halogeton glomeratus</i></u> (halogeton) | GRIN A |
| <u><i>Helianthus annuus</i></u> (wild sunflower) | GRIN N |
| <u><i>Helianthus ciliaris</i></u> (Texas blueweed) | GRIN A |
| <u><i>Heteropogon contortus</i></u> (tanglehead) | GRIN A |
| <u><i>Hydrilla verticillata</i></u> (waterthyme) | GRIN A |
| <u><i>Hyoscyamus niger</i></u> (black henbane) | GRIN C |
| <u><i>Hypericum perforatum</i></u> (common St. Johnswort) | GRIN C |
| <u><i>Imperata brevifolia</i></u> (satintail) | GRIN B |
| <u><i>Iris douglasiana</i></u> (Douglas iris) | GRIN C |
| <u><i>Iris missouriensis</i></u> (western blue flag) | GRIN C |
| <u><i>Isatis tinctoria</i></u> (dyer's woad) | GRIN B |
| <u><i>Iva axillaris</i></u> (povertyweed) | GRIN C |
| <u><i>Lepidium latifolium</i></u> (perennial pepperweed) | GRIN B |
| <u><i>Limnobium laevigatum</i></u> (S. American spongeplant) | GRIN Q |
| <u><i>Limnobium spongia</i></u> (American spongeplant) | GRIN Q |
| <u><i>Limnophila indica</i></u> (ambulia) | GRIN Q |
| <u><i>Linaria dalmatica</i></u> (Dalmatian toadflax) | GRIN A |
| <u><i>Linaria vulgaris</i></u> (yellow toadflax) | GRIN N |
| <u><i>Lythrum hyssopifolium</i></u> (hyssop loosestrife) | GRIN N |
| <u><i>Lythrum salicaria</i></u> (purple loosestrife) | GRIN B |
| <u><i>Malvella leprosa</i></u> (alkali mallow) | GRIN C |
| <u><i>Muhlenbergia schreberi</i></u> (nimblewill) | GRIN B |
| <u><i>Nothoscordum inodorum</i></u> (false garlic) | GRIN B |
| <u><i>Nymphaea mexicana</i></u> (banana waterlily) | GRIN B |
| <u><i>Ononis alopecuroides</i></u> (foxtail restharrow) | GRIN Q |
| <u><i>Onopordum acanthium</i></u> (Scotch thistle) | GRIN A |
| <u><i>Onopordum illyricum</i></u> (Illyrian thistle) | GRIN A |
| <u><i>Onopordum tauricum</i></u> (Scotch thistle) | GRIN A |
| <u><i>Orobanche cooperi</i></u> (Cooper's broomrape) | GRIN A |

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|--|------|---|
| <u><i>Orobanche ramosa</i></u> (branched broomrape) | GRIN | A |
| <u><i>Oryza rufipogon</i></u> (red-bearded rice) | GRIN | B |
| <u><i>Panicum antidotale</i></u> (blue panicgrass) | GRIN | B |
| <u><i>Panicum capillare</i></u> (witch grass) | GRIN | N |
| <u><i>Peganum harmala</i></u> (African rue) | GRIN | A |
| <u><i>Pennisetum clandestinum</i></u> (kikuyugrass) | GRIN | C |
| <u><i>Pennisetum setaceum</i></u> (crimson fountaingrass) | GRIN | N |
| <u><i>Pennisetum villosum</i></u> (feathertop) | GRIN | N |
| <u><i>Physalis longifolia</i></u> (long-leaf groundcherry) | GRIN | A |
| <u><i>Physalis philadelphica</i></u> (tomatillo) | GRIN | N |
| <u><i>Physalis viscosa</i></u> (grape groundcherry) | GRIN | B |
| <u><i>Physaria acutifolia</i></u> (southern twinpod) | GRIN | N |
| <u><i>Pistia stratiotes</i></u> (water lettuce) | GRIN | Q |
| <u><i>Polygonum amphibium</i></u> (kelp) | GRIN | C |
| <u><i>Polygonum cuspidatum</i></u> (Japanese knotweed) | GRIN | B |
| <u><i>Polygonum lapathifolium</i></u> (pale smartweed) | GRIN | N |
| <u><i>Polygonum persicaria</i></u> (lady's-thumb) | GRIN | N |
| <u><i>Polygonum polystachyum</i></u> (cultivated knotweed) | GRIN | B |
| <u><i>Polygonum sachalinense</i></u> (sakhalin knotweed) | GRIN | B |
| <u><i>Prosopis strombulifera</i></u> (spreading prosopis) | GRIN | A |
| <u><i>Prosopis velutina</i></u> (jointed prosopis) | GRIN | N |
| <u><i>Rorippa austriaca</i></u> (Austrian fieldcress) | GRIN | B |
| <u><i>Rorippa palustris</i></u> (marsh yellowcress) | GRIN | N |
| <u><i>Rorippa sylvestris</i></u> (yellow fieldcress) | GRIN | Q |
| <u><i>Salsola collina</i></u> (Russian thistle) | GRIN | Q |
| <u><i>Salsola damascena</i></u> (wormleaf salsola) | GRIN | A |
| <u><i>Salsola kali</i></u> (Russian thistle) | GRIN | C |
| <u><i>Salsola paulsenii</i></u> (barbwire Russianthistle) | GRIN | C |
| <u><i>Salsola tragus</i></u> (common Russianthistle) | GRIN | C |
| <u><i>Salvia aethiopis</i></u> (Mediterranean sage) | GRIN | B |
| <u><i>Salvia virgata</i></u> (southern meadow sage) | GRIN | A |
| <u><i>Salvinia auriculata</i></u> (auricled floating fern) | GRIN | Q |
| <u><i>Scolymus hispanicus</i></u> (golden thistle) | GRIN | A |
| <u><i>Senecio jacobaea</i></u> (tansy ragwort) | GRIN | B |
| <u><i>Senecio squalidus</i></u> (Oxford ragwort) | GRIN | B |
| <u><i>Senecio vulgaris</i></u> (common groundsel) | GRIN | N |
| <u><i>Setaria faberi</i></u> (giant foxtail) | GRIN | B |
| <u><i>Setaria pumila</i></u> (kavatta grass) | GRIN | N |
| <u><i>Setaria viridis</i></u> (green foxtail) | GRIN | N |
| <u><i>Solanum americanum</i></u> (American black nightshade) | GRIN | N |
| <u><i>Solanum cardiophyllum</i></u> (heartleaf nightshade) | GRIN | A |
| <u><i>Solanum carolinense</i></u> (Carolina horsenettle) | GRIN | B |
| <u><i>Solanum dimidiatum</i></u> (Torrey's nightshade) | GRIN | A |
| <u><i>Solanum elaeagnifolium</i></u> (silverleaf nightshade) | GRIN | B |
| <u><i>Solanum lanceolatum</i></u> (lanceleaf nightshade) | GRIN | B |
| <u><i>Solanum marginatum</i></u> (white-margined nightshade) | GRIN | B |

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|---|------|---|
| <u><i>Solanum nigrum</i></u> (black nightshade) | GRIN | N |
| <u><i>Solanum sarrachoides</i></u> (Hairy nightshade) | GRIN | N |
| <u><i>Sonchus arvensis</i></u> (perennial sowthistle) | GRIN | A |
| <u><i>Sorghum bicolor</i></u> (shattercane) | GRIN | N |
| <u><i>Sorghum halepense</i></u> (Johnsongrass) | GRIN | C |
| <u><i>Spartium junceum</i></u> (Spanish broom) | GRIN | N |
| <u><i>Sphaerophysa salsula</i></u> (swainsonpea) | GRIN | A |
| <u><i>Striga asiatica</i></u> (witchweed) | GRIN | A |
| <u><i>Symphytum asperum</i></u> (rough comfrey) | GRIN | B |
| <u><i>Symphytum officinale</i></u> (comfrey) | GRIN | N |
| <u><i>Taeniatherum caput-medusae</i></u> (medusahead) | GRIN | C |
| <u><i>Tagetes minuta</i></u> (wild marigold) | GRIN | A |
| <u><i>Tribulus terrestris</i></u> (puncturevine) | GRIN | C |
| <u><i>Ulex europaeus</i></u> (gorse) | GRIN | B |
| <u><i>Viscum album</i></u> (European mistletoe) | GRIN | B |
| <u><i>Zygophyllum fabago</i></u> (Syrian beancaper) | GRIN | A |

You can make a new [noxious weed query](#), or [return](#) to the INVADERS Database home page.



Appendix H – Agency Correspondence



February 12, 1993

BUSINESS ENTERPRISES
270 DE NEVE DRIVE
LOS ANGELES, CALIFORNIA 90024-1367
FAX: (310) 206-3893

Mr. Ken Nelson, P.E.
Deputy District Director
CALTRANS
120 S. Spring Street
Los Angeles, CA 90012

Re: UCLA Sawtelle/Sepulveda Family Student Housing Project

Dear Ken:

It was a pleasure to speak with you yesterday. I'm pleased that we will be able to move our project forward and at the same time accommodate CALTRANS' future right-of-way requirements.

As we discussed, I will ask Carl Moseley to work with your staff to draft letters between CALTRANS and UCLA regarding A) alley vacation by the City of Los Angeles to UCLA, and B) CALTRANS' right to obtain its required future right-of-way at a time convenient to CALTRANS from UCLA. One letter will come from CALTRANS to the City of Los Angeles and will note that CALTRANS does not object to the vacation of the alleys to UCLA; the other letter will establish the manner in which UCLA will transfer right-of-way (currently alleyway) to CALTRANS. In exchange for UCLA granting property to CALTRANS in the future, CALTRANS will, to the extent possible and feasible, grant to UCLA certain property (now greenbelt owned by CALTRANS) that will not be required to accommodate CALTRANS' future right-of-way.

This will allow us to proceed with the time-consuming alley vacation currently in process with the City, after the completion of which UCLA will maintain and have responsibility for the full width of the alleys adjacent to the freeway, until such time as CALTRANS finalizes its right-of way-requirements and UCLA formally transfers the required right-of-way land to CALTRANS.

Thank you again for your help in resolving these issues in a way that works for both of us.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Erickson", written over a horizontal line.

Brad Erickson
UCLA Real Estate

LETTER OF UNDERSTANDING

It is agreed between the State of California Department of Transportation (Caltrans) and the University of California at Los Angeles (UCLA) that:

1. Caltrans will not object to the alley vacation request by UCLA now before the City of Los Angeles for those alleys within the UCLA Student Housing site alongside the San Diego Freeway between 2800 and 3000 feet south of National Boulevard. The right-of-way for these alleys was dedicated in fee to the city at the time the tract of the housing site was developed in the 1950s.

2. The vacation request is for UCLA to gain jurisdiction over the alleys and to place security gates. The alleys are to be retained for internal circulation and emergency vehicles.

3. By this letter of Understanding Caltrans does not waive any of the rights that it now enjoys with the city in adjusting the statutes and policies where freeways abut city streets. Caltrans is currently making studies for widening the freeway to accommodate HOV lanes and rail transit.

4. The alleys parallel and adjacent to the freeway per the Tract Map are 30 feet in width. The freeway fence along short sections of these alleys have already been adjusted by prior widening projects so that about 25 feet of alley widths remain. Future adjustment of the 10 feet and in no event will the remaining alley width be reduced to less than 20 feet, except as covered in paragraph 5.

5. If more right-of-way is required for freeway widening than provided for in paragraph 4, Caltrans shall prepare appraisal to acquire additional right-of-way from UCLA to shift or relocate alleys to maintain a minimum 2-foot wide alley.

The appraisal will be at fair market value, and subject to relocation and severance costs. By this Letter of Understanding UCLA does not waive any of its right that it now enjoys in right-of-way negotiations with another public agency.

6. Upon completion of its freeway widening studies, Caltrans will review its right-of-way to determine if any is in excess of its requirements. This right-of-way will be offered to UCLA in exchange for the loss of parking in the 30 foot wide alleys, and/or as a credit for the right-of-way that may be acquired by Caltrans as outlined in paragraph 5.

7. UCLA will maintain the alley areas outside the freeway fence until such time as there is a fence adjustment.

Caltrans will maintain the freeway fence. The freeway fence may be altered or relocated per plans mutually agreed to by Caltrans and UCLA prior to freeway widening.

Memorandum

To : FILE

Date : February 4, 1993

File No.: 07-405 PM 28.67/29.11

FEKADE MESFIN

From : DEPARTMENT OF TRANSPORTATION

Subject: UCLA Student Housing Meeting

A meeting was held on January 26, 1993 at the request of UCLA representatives relative to the vacation of the alleys adjacent the UCLA Student Housing on both sides of Route 405 between National Boulevard and Palms Boulevard. Those attending the meeting included Brad Erickson (UCLA), Carl Moseley, Fritz Kastner (UCLA), Ken Nelson, Wally Rothbart, Cindy Quon, Jim Dusini, Fedade Mesfin and Jim McAuley.

Brad Erickson of the UCLA Real Estate Department described the problems at the housing project, security and freeway noise. Additionally, UCLA wants to rebuild the existing apartment buildings due among other reasons to the cost of maintaining them. The City of Los Angeles has title to the alleys which are mostly 30 feet. wide. UCLA would be willing to give Caltrans all of the alleys adjacent to the freeways except for 20 feet. The 20 ft. width is the minimum the City Fire Department or the State Codes will allow.

Carl Moseley of Sikand Engineers made a presentation of a proposal which would entail shifting the center line of the freeway.

Fekade Mesfin made a presentation of a preliminary plan which would include room for 8 ft. diameter columns for a rail line and an HOV lane with full standard geometrics except for a 4 ft. left shoulder. The full standard cross section with the 4 ft. left shoulder could be converted to provide 2 additional minimum standard HOV lanes. It was emphasized that the plan was preliminary and did not represent a thorough examination of the situation.

Wally Rothbart stated that the basic cross section should accommodate 8 ft. diameter columns to support a rail line, and one HOV lane in each direction consistent with acceptable minimum standards.

Toward the end of the meeting Brad Erickson reiterated UCLA's offer and described the general dissatisfaction with the level of security by the people living there. He further stated UCLA does not want to stand in the way of improving the freeway,

and wanted to proceed with the vacation of the alleys. He indicated a willingness to give Caltrans the right-of-way it needs. It is expected the City will be willing to vacate the alleys if both UCLA and Caltrans agree to it. Some sort of an arrangement could be made between UCLA and Caltrans.

Ken Nelson stated it would be necessary to get a legal opinion from Caltrans legal staff relative to whether or not we can accept the vacated segments of the alleys. Also Caltrans needs to do further work on completing its plans for this segment of the freeway.

The basic problem is that in order to accommodate the columns for the transit system, most of the alleys will have to be acquired. This will constrain the University's options for developing the site. Mr. Erickson said that the Board of Regents will be hesitant to give up all of the alleys. This issue will require additional discussion between Caltrans and UCLA.

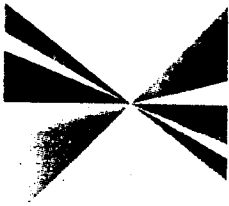


FEKADE MESFIN
Senior Transportation Engineer
Project Studies Branch

JM:or

cc: Attendees

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Riverside County Transportation Commission: Tom Lowe, Hemet

Ventura County Transportation Commission: John Davis, Santa Valley

August 30, 1999

Mr. Bob Sassaman
Caltrans District 7
120 S. Spring Street
Los Angeles, CA 90012-3606

Dear Mr. Sassaman:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from the passage of the ISTEA. One requirement of the ISTEA is the Major Investment Study (MIS). Pending new regulations and guidance expected to be issued in the spring of 2000, FHWA has advised that the existing guidance with respect to the MIS process be observed. This requirement mandates that a transportation alternatives study be prepared for all major transportation investments that could potentially involve federal funds. Projects that fall into this category are usually capacity adding transit and/or highway improvements.

The primary components of an MIS are (1) analysis of alternatives, (2) public involvement, and (3) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA and other stakeholders on the proposed investment

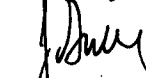
The range of alternatives studied in *-Route 405 Corridor Analysis (Between US-101 and SR-90)* are sufficient to meet the requirements of the federal MIS guidelines. Adequate public involvement was utilized in the planning process through workshops and public hearings. Moreover, public agency involvement was facilitated through numerous meetings, MIS Peer Review Group Meetings, and phone conversations.

On August 12, 1999, the *Major Investment Studies Peer Review Group* met and determined that the *Route 405 Corridor Analysis MIS* meets the requirements established by SCAG and FTA/FHWA guidance. The *Route 405 Corridor Analysis MIS* concluded with the recommendation of the HOV alternative, to provide HOV system continuity and to improve the Level of Service as compared to the No-Build and the Mixed Flow alternatives.

August 30, 1999
Mr. Bob Sassaman
Page Two

This correspondence documents the findings of the MIS Peer Review Group that *Route 405 Corridor Analysis MIS* has met the requirements set forth in the Metropolitan Planning Rules, and is therefore granted this *Letter of Completion*. If you have any questions please contact me at (213) 236-1889.

Sincerely,



James R. Gosnell
Director of Planning and Policy

CC: Bon Kosinski, Caltrans District 7
Hamid Toosi, Caltrans District 7
Sandra Balmir, FTA/FHWA Los Angeles Metro Office
Robert Cady, FHWA
Deborah Redman/File, SCAG



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse

STREET ADDRESS: 1400 TENTH STREET ROOM 222 SACRAMENTO, CALIFORNIA 95814
MAILING ADDRESS: P.O. BOX 3044 SACRAMENTO, CA 95812-3044
916-445-0613 FAX 916-323-3018 www.opr.ca.gov/clearinghouse.html



Loretta Lynch
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: November 16, 1999

TO: Ronald Kosinski
Department of Transportation
120 South Spring Street
Office of Environmental Planning
Los Angeles, CA 90012-3606

RE: LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County
SCH#: 99111073

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: November 12, 1999
Review End Date: December 10, 1999

We have distributed your document to the following agencies and departments:

California Highway Patrol
Department of Conservation
Department of Fish and Game, Region 5
Department of Parks and Recreation
Native American Heritage Commission
Office of Historic Preservation
Regional Water Quality Control Board, Region 4
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

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Loretta Lynch
DIRECTOR

MEMORANDUM

DATE: November 17, 1999

TO: State Reviewing Agencies

FROM: Terry Roberts, Senior Planner

RE: **Correction Notice** for SCH #: 99111055
Title: LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County, EA

The State Clearinghouse incorrectly assigned SCH number 99111055 to two documents. These documents are:

- (1) LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County
- (2) Cambridge Continuation High School Project

To correct this, we have assigned a new SCH# to the LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County, EA.

Please use SCH # 99111073 in all future correspondence regarding LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County, EA. (The SCH # 99111055 is the correct number for the (Cambridge Continuation High School Project).

I apologize for this error, and request that you note the above information for your files.

Distribution:

Resources Agency
Conservation
Fish and Game Region 5
CHP
NAHC
State Lands

**Historic Preservation
Regional Water Quality Control Board, Region 4
Parks & Recreation**

Cc: Ronald Kosinski



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse

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Loretta Lynch
DIRECTOR

December 13, 1999

Ronald Kosinski
Department of Transportation
120 South Spring Street
Office of Environmental Planning
Los Angeles, CA 90012-3606

Subject: LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in
Los Angeles County
SCH#: 99111073

Dear Ronald Kosinski:

The State Clearinghouse submitted the above named Environmental Assessment to selected state agencies for review. The review period closed on December 10, 1999, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the eight-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 99111073
Project Title LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los
Lead Agency Angeles County
Department of Transportation

Type ea Environmental Assessment

Description The California Department of Transportation (Caltrans) proposes to construct one high occupancy vehicle (HOV) lane in each direction on Interstate 405. The project limits are from State Route 90 (Marina Freeway) north to Interstate 10 (Santa Monica Freeway) in Los Angeles County.

Lead Agency Contact

Name Ronald Kosinski
Agency Department of Transportation
Phone 213-897-0703 **Fax**
email
Address 120 South Spring Street
Office of Environmental Planning
City Los Angeles **State** CA **Zip** 90012-3606

Project Location

County Los Angeles
City Los Angeles, City of, Culver City
Region
Cross Streets Culver Blvd., Washington Blvd., Venice Blvd., Palms Ave
Parcel No.
Township 2S **Range** 15W **Section** **Base**

Proximity to:

Highways 405
Airports LAX
Railways
Waterways Ballona Creek and Westwood Flood Control Channel
Schools Culver City Schools, WLA College
Land Use Highway (405-San Diego Freeway); Residential; Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; State Lands Commission

Date Received 11/12/1999 **Start of Review** 11/12/1999 **End of Review** 12/10/1999



United States Department of the Interior

Fish and Wildlife Service
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008



JAN 13 2000

Ronald Kosinski
California Department of Transportation
District 7
120 S. Spring Street
Los Angeles, California 90012-3606

Re: High-occupancy Vehicle Lane Construction on Interstate 405 Between State Route 90 and Interstate 10, Los Angeles County, California

Dear Mr. Kosinski:

We have reviewed the initial study/environmental assessment and section 4(F) evaluation (IS/EA), which we received on November 12, 1999, for the construction on high-occupancy vehicle (HOV) lanes on Interstate 405 between State Route 90 and Interstate 10 in Los Angeles County, California. The project proponents are the State of California Department of Transportation and Federal Highway Administration. This letter has been prepared under the authority of and in accordance with the National Environmental Policy Act of 1969 [42 U.S.C. 4321 *et seq.*; 83 Stat. 852], as amended, the Endangered Species Act of 1973 [16 U.S.C. 1531 *et seq.*; 87 Stat. 884], as amended, and other authorities mandating Department of the Interior concern for environmental values. Based on these authorities the Service offers the following comments for your consideration.

The stretch of Interstate 405 proposed for construction crosses Ballona Creek upstream of the Ballona Wetlands, an important and sensitive salt marsh habitat. These wetlands have been designated a "Significant Ecological Area" by the County of Los Angeles. Federally endangered California least terns (*Sterna antillarum browni*) are known to forage in the area, and two other federally endangered birds, the southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*), may be found in riparian vegetation associated with the wetland.

According to page 19 of the IS/EA, soils and structural building materials acquired for the project may contain hazardous materials. To ensure that adverse indirect effects to listed species do not occur as a result of runoff from the project site, we recommend that best management practices be strictly maintained to prevent runoff from the construction site and/or surrounding upland areas from entering Ballona Creek during project construction. Similarly, sediments from the construction site should not be allowed to enter the creek. Provided that these recommendations

are incorporated into the project, we concur with your determination that the proposed improvements to Interstate 405 are not likely to adversely affect federally listed species.

We would like to correct one inaccurate statement in the IS/EA. According to the discussion of Fish and Wildlife on page 20, various species of swallows and bats that migrate through the area or use bridges for nesting would not be expected to be present on the project site because the concrete-lined creek channels on the site contain no vegetation. However, many species of swallows and bats do not require vegetation for foraging or nesting. These species could be present in the vicinity of the project and may nest in bridges affected by the project. If construction is scheduled during the nesting season of bats or swallows, we recommend that presence/absence surveys for these species be conducted prior to initiation of construction. If swallows or bats are found to use project bridges for nesting, disturbance during the breeding season should be avoided.

We appreciate the opportunity to review the IS/EA and provide comments. If you have questions or require additional information, please contact Virginia Brubeck of my staff at 760/431-9440.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim A. Bartel". The signature is fluid and cursive, with a large initial "J" and "B".

Jim A. Bartel
Assistant Field Supervisor

1-6-00- NFTA-166

cc: Bill Tippetts (CDFG, San Diego)



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240



ER-99/1010

JAN 18 2000

Mr. Jeffrey Lindley
Division Administrator
Federal Highway Administration
980 9th Street, Suite 400
Sacramento, California 95814-2724

Dear Mr. Lindley:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Assessment/Section 4(f) Evaluation for the construction of I-405 HOV Lane Project, from SR-40 (Marina Freeway) to I-10 (Santa Monica Freeway), Los Angeles County, California.

We concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. We also concur with the proposed measures to minimize harm to Section 4(f) resources which may be affected by the proposed project.

The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Ronald Kosinski, Chief
Office of Environmental Planning
Caltrans
120 South Spring Street
Los Angeles, California 90012

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@mail2.quiknet.com



March 2, 2000

REPLY TO: FHWA000207C

David A. Nicol, Acting Division Administrator
Federal Highway Administration
Region Nine, California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

Re: Construction of High Occupancy Vehicle Lanes on State Route 405 between
State Route 90 and State Route 10, Los Angeles County.

Dear Mr. Nicol:

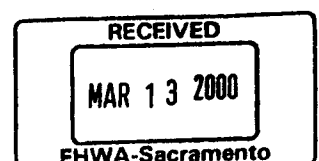
Thank you for submitting to our office your February 3, 2000 letter and Historic Property Survey Report (HPSR) regarding the proposed construction of High Occupancy Vehicle (HOV) lanes in each direction of State Route 405 between State Route 90 and State Route 10 in Los Angeles County. Additional features of the undertaking include a full standard median, an expanded outside shoulder width, restriping, retaining walls, soundwalls, and ramp realignments at various locations. The Area of Potential Effect (APE) for the undertaking, as described in the HPSR, is adequate and appears to meet the definition set forth in 36 CFR 800.16(d).

The Federal Highway Administration (FHWA) is seeking our comments on its determination of the eligibility of seventy-seven (77) structures located within the project Area of Potential Effects (APE) for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations effective June 17, 1999 implementing Section 106 of the National Historic Preservation Act. Another sixty-nine (69) properties were treated under the 1989 Memorandum of Understanding between FHWA, Caltrans, and the California State Historic Preservation Officer (SHPO) regarding moved, altered, and post-1945 buildings. FHWA is also seeking our comments on its determination of the effects the proposed project will have on historic properties in accordance with 36 CFR 800. Our review of the submitted documentation leads us to concur with FHWA's determination that none of the aforementioned properties is eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons, and are not examples of outstanding architectural design or function. As a result of these comments, we can now concur with FHWA's determination that the proposed project, as described, will have no effect on historic properties.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Daniel Abeyta, Acting
State Historic Preservation Officer



**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942886
SACRAMENTO, CA 94296-0001
Tel: (916) 653-8824 Fax: (916) 653-8824
calshpo@mail2.quiknet.com



June 2, 2000

REPLY TO: FHWA000504A

Michael G. Ritchie, Division Administrator
Federal Highway Administration
Region Nine, California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

Re: Supplemental Historic Property Survey Report for the Interstate 405 High
Occupancy Vehicle Lane Project, Culver City, Los Angeles County.

Dear Mr. Ritchie:

Thank you for submitting to our office your May 3, 2000 letter and Supplemental Historic Property Survey Report (SHPSR) regarding proposed improvements on the Section of the San Diego Freeway (Interstate 405) between the Santa Monica Freeway (State Route 10) and the Marina Freeway (State Route 90) in Culver City, Los Angeles County. The proposed improvements will involve the addition of a High Occupancy Vehicle (HOV) lane in each direction, addition of a full standard median, outside shoulder width expansion by widening and restriping, and the addition of a retaining wall, soundwalls, and ramp realignments. Our letter of March 2, 2000 determined, at that time, that none of the properties evaluated in the original HPSR were eligible for inclusion on the National Register of Historic Places (NRHP). We also determined that the project, then described, would have no effect on historic properties. Since that determination, FHWA has adopted a new alternative design for the project and has amended the Area of Potential Effect (APE) to reflect this alternative. The revised APE for the new alternative, as described in the SHPSR, is adequate and appears to meet the definition set forth in 36 CFR 800.16(d).

The Federal Highway Administration (FHWA) is seeking our comments on its determination of the eligibility of eight pre-1950 properties located within the project APE for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The FHWA is also seeking our comments on the effects the proposed project will have on historic properties in accordance with the same act. Our review of the submitted documentation leads us to concur with FHWA's determination that none of the aforementioned properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not example of outstanding architectural design. As a result of these comments, we can now concur with FHWA's determination that the proposed project, as described, will have no effect on historic properties.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Original Signed by

Daniel Abeyta, Acting

Appendix I – Right-of-Way Acquisitions

Right-of-Way Acquisitions (Northbound)

| Parcel Number | Acquisition | | | Street Address | Land Use |
|---------------|-------------|---------|---------|-----------------------------|-------------|
| | Alt 3a | Alt 3b | Alt 3ab | | |
| 4213-020-019 | Partial | Partial | Partial | 3924 Tuller Ave., CC | SFR |
| 4213-020-020 | Full | Full | Full | 3918 Tuller Ave., CC | SFR |
| 4213-020-021 | Full | Full | Full | 3914 Tuller Ave., CC | SFR |
| 4213-020-022 | Full | Full | Full | 3906 Tuller Ave., CC | SFR |
| 4213-023-007 | Full | Full | Full | 4132 Tuller Ave., CC | Triplex |
| 4213-023-026 | Partial | Partial | --- | 4137 Tuller Ave., CC | SFR |
| 4213-023-035 | Partial | Partial | --- | Residential Lot | Vacant |
| 4213-023-037 | Full | Partial | --- | 4125 Sepulveda Blvd., CC | Commercial |
| 4213-023-038 | Partial | Full | Partial | 11218 Washington Blvd., CC | Office |
| 4213-025-010 | --- | --- | Partial | 4221 Tuller Ave., CC | SFR |
| 4213-025-013 | Full | Full | Full | 4215 Tuller Ave., CC | SFR |
| 4213-025-014 | Full | Full | Full | 4211 Tuller Ave., CC | SFR |
| 4215-017-002 | --- | Full | Partial | 11256 Culver Blvd., CC | Duplex |
| 4215-017-025 | Full | --- | --- | 4350 Huntley Ave., CC | SFR |
| 4215-017-026 | Full | --- | --- | 4346 Huntley Ave., CC | SFR |
| 4215-017-027 | Full | --- | Full | 4342 Huntley Ave., CC | SFR |
| 4215-017-030 | Full | --- | Full | 4338 Huntley Ave., CC | SFR |
| 4215-017-032 | Full | --- | Full | 4334 Huntley Ave., CC | SFR |
| 4215-017-034 | Full | --- | Full | 4330 Huntley Ave., CC | SFR |
| 4215-018-032 | Partial | --- | --- | 4369 Huntley Ave., CC | Commercial |
| 4215-025-001 | Full | Full | Full | 4910 Purdue Ave., CC | SFR |
| 4215-025-002 | Full | Full | Full | 4916 Purdue Ave., CC | SFR |
| 4215-025-020 | Partial | Partial | --- | 11349 Utopia Ave., CC | SFR |
| 4215-026-005 | Partial | Partial | Partial | 5031 Purdue Ave., CC | SFR |
| 4215-026-006 | Partial | Partial | Partial | 5025 Purdue Ave., CC | SFR |
| 4215-026-007 | Partial | Partial | Partial | 5021 Purdue Ave., CC | SFR |
| 4215-026-008 | Partial | Partial | Partial | 5015 Purdue Ave., CC | SFR |
| 4215-026-009 | Full | Full | Partial | 5011 Purdue Ave., CC | SFR |
| 4215-026-012 | Full | Full | Partial | 5005 Purdue Ave., CC | SFR |
| 4215-026-015 | --- | --- | Partial | Residential Lot | Vacant |
| 4216-008-020 | Full | Full | Full | 11425 McDonald St., CC | SFR |
| 4216-008-901 | Partial | Full | Full | L.A. County Flood Control | Vacant |
| 4216-009-036 | Partial | Partial | --- | 5148 Berryman Ave., CC | SFR |
| 4216-009-037 | Partial | Full | Partial | 5144 Berryman Ave., CC | SFR |
| 4216-009-038 | Full | Full | Full | 5140 Berryman Ave., CC | SFR |
| 4216-009-039 | Full | Full | Full | 5136 Berryman Ave., CC | SFR |
| 4251-013-006 | --- | --- | Partial | 3033 S. Sepulveda Blvd., LA | Parking Lot |
| 4251-014-904 | Partial | Partial | Partial | Sepulveda Blvd., LA | Garage |
| 4251-015-007 | Partial | Partial | Partial | 3415 Sepulveda Blvd., LA | Office |
| 4251-015-900 | Partial | Partial | Partial | L.A. County Flood Control | Vacant |
| 4251-015-902 | Full | Full | Full | L.A. County Flood Control | Vacant |
| 4251-015-903 | Partial | Partial | Partial | L.A. County Flood Control | Vacant |
| 4252-004-007 | Full | Full | Full | 3539 Tuller Ave., LA | SFR |
| 4252-004-008 | Full | Full | Full | 3533 Tuller Ave., LA | SFR |
| 4252-004-009 | Full | Full | Full | 3527 Tuller Ave., LA | SFR |
| 4252-004-010 | Full | Full | Full | 3523 Tuller Ave., LA | SFR |
| 4252-004-011 | Full | Full | Full | 3517 Tuller Ave., LA | SFR |
| 4252-004-012 | Full | Full | Full | 3511 Tuller Ave., LA | SFR |
| 4252-004-013 | Full | Full | Full | 3505 Tuller Ave., LA | SFR |

Right-of-Way Acquisitions (Southbound)

| Parcel Number | Acquisition | | | Street Address | Land Use |
|---------------|-------------|---------|---------|----------------------------|------------|
| | Alt 3a | Alt 3b | Alt 3ab | | |
| 4217-011-005 | --- | --- | Partial | 11262 Washington Blvd., CC | Commercial |
| 4217-011-021 | --- | Full | --- | 4264 Sawtelle Blvd., LA | Duplex |
| 4217-011-041 | --- | Full | --- | 4221 Huntley Ave., CC | SFR |
| 4217-011-047 | --- | Full | --- | 4270 Sawtelle Blvd., LA | SFR |
| 4217-011-052 | --- | Full | --- | 4225 Huntley Ave., CC | SFR |
| 4217-011-054 | --- | Full | --- | 11277 Culver Blvd., CC | Duplex |
| 4217-011-055 | --- | Full | --- | 4282 Sawtelle Blvd., CC | SFR |
| 4217-011-062 | --- | Full | --- | 11284 Culver Blvd., CC | Triplex |
| 4217-012-017 | --- | --- | Full | 4338 Corinth Ave., LA | SFR |
| 4217-012-025 | --- | --- | Full | 4335 Sawtelle Blvd., CC | SFR |
| 4217-012-026 | --- | --- | Full | 4339 Sawtelle Blvd., CC | SFR |
| 4217-012-036 | --- | --- | Full | 4341 Sawtelle Blvd., CC | SFR |
| 4217-013-016 | Partial | Full | Full | 11323 Braddock Dr., LA | SFR |
| 4217-013-017 | --- | --- | Full | 11329 Braddock Dr., LA | SFR |
| 4217-021-019 | Partial | --- | --- | 4711 Purdue Ave., CC | SFR |
| 4217-021-020 | Partial | --- | --- | 4705 Purdue Ave., CC | SFR |
| 4217-021-021 | Partial | --- | --- | 4647 Purdue Ave., CC | SFR |
| 4217-021-033 | Partial | --- | --- | 4715 Purdue Ave., CC | SFR |
| 4217-021-034 | Partial | --- | --- | 4721 Purdue Ave., CC | SFR |
| 4217-021-035 | Partial | --- | --- | 4725 Purdue Ave., CC | SFR |
| 4217-021-036 | Partial | --- | --- | 4731 Purdue Ave., CC | SFR |
| 4217-021-037 | Partial | Partial | --- | 4737 Purdue Ave., CC | SFR |
| 4217-021-038 | Full | Full | Full | 4743 Purdue Ave., CC | SFR |
| 4217-022-012 | Partial | Partial | --- | 4836 Berryman Ave., CC | SFR |
| 4217-022-013 | Partial | Partial | --- | 4906 Berryman Ave., CC | SFR |
| 4217-022-014 | Partial | Partial | --- | 4912 Berryman Ave., CC | SFR |
| 4217-022-015 | Full | Full | --- | 4916 Berryman Ave., CC | SFR |
| 4217-022-017 | Full | Full | Full | 4811 Purdue Ave., CC | SFR |
| 4217-022-018 | Full | Full | --- | 4920 Berryman Ave., CC | SFR |
| 4217-022-019 | Full | Full | --- | 4926 Berryman Ave., CC | SFR |
| 4217-023-022 | Partial | Partial | --- | 5011 Berryman Ave., CC | SFR |
| 4217-023-030 | Partial | Partial | --- | 5021 Berryman Ave., CC | SFR |
| 4217-023-033 | Partial | Partial | --- | 5015 Berryman Ave., CC | SFR |
| 4217-023-035 | Partial | Partial | --- | 5025 Berryman Ave., CC | SFR |
| 4218-006-063 | Full | Full | Full | 11485 McDonald St., CC | SFR |
| 4218-006-900 | Full | Full | Full | L.A. County Flood Control | Vacant |
| 4233-033-003 | Full | Full | Full | 4048 Globe Ave., CC | SFR |
| 4233-033-004 | Full | Full | Full | 4050 Globe Ave., CC | SFR |
| 4233-033-005 | Full | Full | Full | 4054 Globe Ave., CC | SFR |
| 4233-033-006 | Full | Full | Full | 4058 Globe Ave., CC | SFR |
| 4233-033-007 | Full | Full | Full | 4062 Globe Ave., CC | SFR |
| 4233-033-008 | Partial | Partial | Partial | 4068 Globe Ave., CC | SFR |
| 4233-033-014 | Full | Full | Full | 4044 Globe Ave., CC | SFR |
| 4233-033-017 | Full | Full | Full | 11253 Washington Blvd., CC | Office |
| 4233-033-018 | Partial | Partial | Partial | 4072 Globe Ave., CC | SFR |
| 4249-001-011 | Partial | Partial | Partial | 11265 Palms Blvd., LA | Apartment |
| 4249-001-900 | Partial | Partial | Partial | L.A. County Flood Control | Vacant |
| 4249-001-904 | Partial | Partial | Partial | L.A. County Flood Control | Vacant |
| 4249-031-006 | Partial | Partial | Partial | 3450 Sawtelle Blvd., LA | Apartment |
| 4249-032-001 | Partial | Partial | --- | 11251 Tabor St., LA | SFR |
| 4249-032-003 | Partial | Partial | --- | 11250 Tabor St., LA | SFR |
| 4249-032-025 | Partial | Partial | --- | 11267 Charnock Rd., LA | SFR |
| 4249-032-044 | Partial | Partial | --- | 11260 Westminster Ave., LA | Apartment |

Appendix J – Summary of Relocation Benefits Available to Displaced Parties

Summary of Relocation Benefits Available to Displaced Parties

J.1 Relocation Assistance Advisory Services

The Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe, and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section G-3, "Business and Farm Relocation Assistance Program."

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means the individuals and families displace, and reasonable accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

J.2 Residential Relocation Payments Program

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50 mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below within Section G.2.

The description of the Residential Relocation Program is general in nature and is not intended to be a complete evaluation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

Moving Costs

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expenses payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: (1) the loan on the displacement property, or (2) the loan on the replacement property. The maximum combination of these three supplemental payments that the owner-occupants can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the "Last Resort Housing Program" will be applied.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when the Department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rate of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted below in the Down Payment (Section G.2.4). The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the "Last Resort Housing Program" will be used.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the Department-acquired property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments, exceed the \$5,250 and \$22,500 limits of standard relocation procedures. In certain exceptional situations, Last Resort Housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, the Department will, within a reasonable length of time, personally contact the displacees to gather important information relating to the following:

- Preferences in areas of relocation
- The number of people to be displaced and the distribution of adults and children (according to age and gender)
- Locations of school and employment
- Special arrangements necessary to accommodate disabled family members
- The financial ability to relocate to a comparable replacement dwelling which will house all members of the family decently.

J.3 Business and Farm Relocation Assistance Program

The Business and Farm Relocation Assistance Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include moving expenses, which consist of actual reasonable costs (as listed) for the following:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.
- Loss of tangible personal property provides payment to relocate for “actual direct” losses of personal property that the owner elects not to move.
- Expenses related to searching for a new business site can be reimbursed up to \$1,000 for actual reasonable cost incurred.
- Reestablishment expenses relating to the new business operation.

Payment “in lieu” of moving expenses is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average net earnings for the last two taxable years prior to relocation. Such payment may not be less than \$1,000 or more than \$20,000.

J.4 Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or sources for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, location Section 8 housing programs, or other federal assistance programs.

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable “decent, safe and sanitary” replacement residence, open to all persons, regardless of race, color, religion, sex, or national origin, is available, or has been made available to them by the State.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors.

The information above is not intended to be a complete statement of all the Department’s laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the

State's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

Appendix K – Title VI Policy Statement

TITLE VI POLICY STATEMENT

It is the policy of the California State Department of Transportation, in accordance with the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Title 49 CFR Part 21, and related statutes and regulations that no person in the State of California shall, on the grounds of race, color, sex, age, national origin, religion, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the California State Department of Transportation.



JOSE MEDINA
Director

Date: 7-27-99

Appendix L – Mailing List

List of People Receiving Copies of the IS/EA

L.1 Elected Officials

Federal Senators

Hon. Barbara Boxer
United States Senator
2250 E. Imperial Hwy. #545
El Segundo, CA 90245

Hon. Dianne Feinstein
United States Senator
11111 Santa Monica Blvd. #915
Los Angeles, CA 90025

Members of Congress

Hon. Julian C. Dixon
Congressman , District 32
5100 W. Goldleaf Cr. #208
Los Angeles, CA 90056

Hon. Henry A. Waxman
Congressman, District 29
8436 W. Third Street Suite 600
Los Angeles, CA 90048

State Senators

Hon. Debra Bowen
State Senator, District 28
2512 Artesia Blvd., Ste. 200
Redondo Beach, CA 90278

Hon. Tom Hayden
State Senator, District 23
10951 W. Pico Blvd., #202
Los Angeles, CA 90064

Hon. Teresa Hughes
State Senator, District 25
1 Manchester Blvd., Suite 600
Inglewood, CA 90301

Hon. Kevin Murray
State Senator, District 26
600 Corporate Point, Suite 1020
Culver City, CA 90230

State Assemblymembers

Hon. Wally Knox
Assemblymember, District 42
5757 Wilshire Blvd., Suite 645
Los Angeles, CA 90036

Hon. Herb Wesson
Assemblymember, District 47
5100 Goldleaf Circle Suite 203
Los Angeles, CA 90056

Hon. Edward Vincent
Assemblymember, District 51
One Manchester Boulevard #601
Inglewood, CA 90301

County Officials

Hon. Yvonne Brathwaite-Burke
Supervisor, Second District
County of Los Angeles
500 West Temple Street, Room 866
Los Angeles, CA 90012

City Officials

Hon. Richard Riordan
Mayor
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Hon. David Hauptman
Mayor
City of Culver City
9770 Culver Boulevard
Culver City, CA 90230

Hon. Ruth Galanter
Councilmember, 6th District
City of Los Angeles
200 N. Main Street, Room 515
Los Angeles, CA 90012

Hon. Cindy Miscikowski
Councilmember, 11th District
City of Los Angeles
200 N. Main Street, Room 275
Los Angeles, CA 90012

L.2 Government Officers and Agencies

Federal Government

Environmental Protection Agency (EPA)
Office of Federal Activities (A-104)
401 M Street, SW
Washington, DC 20460

EIS Coordinator, Region 9
Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901

Director, Office of Environmental
Policy and Compliance
Department of the Interior
Main Interior Building, MS 2340
1849 C Street, NW
Washington, DC 20240

Mr. Ken Berg
U.S. Fish & Wildlife Service
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, CA 92008

Director, Office of Environmental Compliance
U.S. Department of Energy
1000 Independence Ave., SW, Room 4G-064
Washington, DC 20585

Director, Office of Env'l Affairs
Dept of Health and Human Services
200 Independence Ave., SW,
Room 537F
Washington, DC 20201

Environmental Clearing Officer
Dept. of Housing and Urban
Development
450 Golden State Avenue
P.O. Box 36003
San Francisco, CA 94102

Center for Disease Control
Center for Environmental Health
and Injury Control
Special Program Group, MS F-29
1600 Clifton Road
Atlanta, GA 30333

Dist. Commander Lt. Col. Richard L. Davis
U.S. Army Corps of Engineers
300 North Los Angeles Street
Los Angeles, CA 90012
Attn: George Beams, Chief, Construction

Ms. Ruth Villa Lobos
U.S. Army Corps of Engineers
300 North Los Angeles Street
Los Angeles, CA 90012

Hymie Luden
Federal Transit Administration
201 Mission Street, Suite 2210
San Francisco, CA 94105
Chief Airports Branch

Ms. Felicia Marcus
U.S. EPA, Region 9
75 Hawthorne Street, Mail Code CMD-2
San Francisco, CA 94105-3901
USDA Natural Resources

Federal Aviation Administration
5885 West Imperial Highway
Los Angeles, CA 90045

Conservation Services
4500 Glenwood Drive, Building B
Riverside, CA 92501

State Government

Mr. Don Drachane, Chief
State of California
Air Resources Board
P.O. Box 8001
El Monte, CA 91734
Attn: Bob Cross, Mobil Source Control Division

Mr. James Boyd
State of California
Air Resources Board
P.O. Box 8001
El Monte, CA 91734

Mr. Hans Kreutzberg
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 95296-0001

Sergeant Mike Bray
California Highway Patrol
Westminster Field Office
13200 Golden West Street
Westminster, CA 92683

Mr. Michael Doyle, So. Cal. Representative
State of California
Public Utilities Commission
107 South Broadway, Rm. 5109
Los Angeles, CA 90012

Timothy Craggs
California Dept. of Transportation
SCPDP, MS #28
P.O. Box 942874
Sacramento, CA 94274-0001

Mr. Dennis Dickerson, Executive Director
State of California
Water Quality Control Board
Los Angeles Region
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

Ms. Patricia Wolf
State of California
Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, CA 90802

Assistant Vice President
Budget, Analysis & Planning
247 University Hall
University of California, Berkeley
Berkeley, CA 94720

The California State University
Physical Planning & Development
Attn: Contract Management
400 Golden Shore Boulevard
Long Beach, CA 90802-4275

Chief, Bureau of School Planning
Department of Education
721 Capitol Mall
Sacramento, CA 95814

Chief E. W. Gomez
California Highway Patrol
411 N. Central Avenue, Suite 410
Glendale, CA 91203-2020

Regional and Local Government

Mr. James Lents, Executive Officer
South Coast Air Quality Management District
21865 E. Copley Drive
Diamond Bar, CA 91765

Mr. Mark Pisano
Executive Director, SCAG
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Ray Maekawa
Transportation Projects Manager
Los Angeles Metropolitan
Transportation Authority
P.O. Box 194
Los Angeles, CA 90053-0194

Jimmy Chen
Southeast Area Team
Los Angeles Metropolitan
Transportation Authority
P.O. Box 194
Los Angeles, CA 90053-0194

City of Los Angeles
Transit Operations Division
221 N. Figueroa Street
Suite 400
Los Angeles, CA 90012

City of Culver City
Director of Transportation
Attn: Dave Ashcraft
4343 Duquesne Avenue
Culver City, CA 90232

Mr. Bill Fujioka
City Administrative Officer
City of Los Angeles
200 N. Main Street
Los Angeles, CA 90012

Mr. Tom Crunk
City Clerk
City of Culver City
9770 Culver Boulevard
Culver City, CA 90230

City of Culver City
Attn: James Davis
9770 Culver Boulevard
Culver City, CA 90232

City of Culver City
Attn: Max Paetzold
9770 Culver Boulevard
Culver City, CA 90232

Mr. Michael Uyeno
City of Los Angeles
205 S. Broadway, Suite 417
Los Angeles, CA 90012

Mr. Fred Rupin
Los Angeles County Dept. of
Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

County of Los Angeles Fire Department
Forestry Division, Room 123
5823 Rickenbacher Road
Commerce, CA 90040

L.3 Other Interested Parties

Ebert Appraisal
8736 S. Sepulveda, Suite B 265
Los Angeles, CA 90045

Abron Beamom
301 E. 98th Street
Los Angeles, CA 90003

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4252 Benton Avenue
Culver City, CA 90232

Darrell Clarke
339 10th Street
Santa Monica, CA 90402

Larry Dalconzo
1887 Greenfield Avenue #306
Los Angeles, CA 90025

John J. Eng, M.D., J.D.
11645 Montana Avenue #303
Brentwood, CA 90049

Daniel Gradwohl
11358 Victoria Avenue
Los Angeles, CA 90066

Sal Grammatico
4737 Marshall Drive
Culver City, CA 90232

Carol Gross
11050 Braddock Drive
Culver City, CA 90230

Mario Moctezuma
5602 Gotham Street #F
Bell Gardens, CA 90201

Robert Pearman
Robinson and Pearman
3250 Wilshire Blvd. Suite 805
Los Angeles, CA 90010

Martel Terry
6625 Radlock Avenue
Los Angeles, CA 90056

Laura Stuart
11389 Segrell Way
Culver City, CA 90230

Gloria Sondheim
5000 Centinela Avenue #239
Los Angeles, CA 90066

Alvin Lanfield, President
Friedman Bag Co., Inc.
P.O. Box 866004, Terminal Annex
Los Angeles, CA 90086-6004

Judith Epstein
Cinnamon
766 Kingman Ave.
Santa Monica, CA 90402

Sierra Club
Los Angeles Chapter
3435 Wilshire Boulevard, Suite 320
Los Angeles, CA 90010-1904

California Native Plant Society
909 12th Street, Suite 116
Sacramento, CA 95814

California Wildlife Federation
P.O. Box 1527
Sacramento, CA 95812-1527

Verdis L. Ferraro
Rise 'n' Shine Childcare
5025 Berryman Avenue
Culver City, CA 90230

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331 S. Anita Avenue
Los Angeles, CA 90049

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P.O. Box 41198
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Marvin Baker
924 Stonehill Lane
Los Angeles, CA 90049-1413

Alvin Kaufer, Esq.
Thirty-First Floor
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Los Angeles, CA 90071-1602

Anthony Morales
Gabrielino Tribal Council
309 South Walnut Grove Avenue
San Gabriel, CA 91776

Native American Heritage Commission
Executive Secretary
915 Capitol Mall, Room 288
Sacramento, CA 95814

Museum of Vertebrate Zoology
2593 Life Sciences Building
Berkeley, CA 94720

Penny VanLandingham
4836 Berryman Avenue
Culver City, CA 90230

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University of California, Irvine
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